DCN 92

COBRA REALIGNMENT SUMMARY (COBRA v5.08)
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Starting Year : 1996
Final Year : 1999
ROI Year : Immediate

NPV in 2015($K): -482,307
1-Time Cost($K): 51,450

Net Costs ($K) Constant Dollars

	1996	1997	1998	1999	2000	2001	Total	Beyond
MilCon	20,198	1,241	-2,500	-2,300	-2,600	0	14,040	0
Person	-2,900	-6,026	-21,303	-33,012	-33,012	-33,012	-129,267	-33,012
Overhd	5,387	591	-2,910	-7,386	-8,800	-8,800	-21,917	-8,800
Moving	5,172	5,459	2,619	0	0	0	13,250	0
Missio	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2,400
Other	728	1,524	332	0	0	0	2,584	0
TOTAL	30,985	5,190	-21,363	-40,298	-42,012	-39,412	-106,911	-39,412

	1996	1997	1998	1999	2000	2001	Total
POSITIONS ELIMINATED							
Off	6	21	32	0	0	0	59
Enl	23	137	263	0	0	0	423
Civ	0	98	203	0	0	0	301
TOT	29	256	498	0	0	0	783
POSITIONS REALIGNED							
Off	153	90	9	0	0	0	252
Enl	841	508	137	0	0	0	1,486
Stu	0	0	0	0	0	0	0
Civ	21	40	39	0	0	0	100
TOT	1,015	638	185	0	0	0	1,838

Summary:

004

TOTAL ONE-TIME COST REPORT (COBRA v5.08) - Page 1/7
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	21,439,801	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		21,439,801
Personnel		
Civilian RIF	475,741	
Civilian Early Retirement	173,828	
Civilian New Hires	0	
Eliminated Military PCS	860,562	
Unemployment	75,168	
Total - Personnel		1,585,299
Overhead		
Program Planning Support	9,165,719	
Mothball / Shutdown	1,905,000	
Total - Overhead		11,070,719
Moving		
Civilian Moving	1,652,254	
Civilian PPS	2,620,800	
Military Moving	7,780,655	
Freight	2,675,635	
One-Time Moving Costs	41,000	
Total - Moving		14,770,345
Other		
HAP / RSE	943,802	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	1,540,000	
Total - Other		2,583,802
Total One-Time Costs		51,449,966
One-Time Savings		
Military Construction Cost Avoidances	7,400,000	
Family Housing Cost Avoidances	0	
Military Moving	1,520,541	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		8,920,541
Total Net One-Time Costs		42,529,425

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS BRUNSWICK, ME
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	475,741	
Civilian Early Retirement	173,828	
Civilian New Hires	0	
Eliminated Military PCS	860,562	
Unemployment	75,168	
Total - Personnel		1,585,299
Overhead		
Program Planning Support	9,165,719	
Mothball / Shutdown	1,905,000	
Total - Overhead		11,070,719
Moving		
Civilian Moving	1,652,254	
Civilian PPS	2,620,800	
Military Moving	7,780,655	
Freight	2,675,635	
One-Time Moving Costs	41,000	
Total - Moving		14,770,345
Other		
HAP / RSE	943,802	
Environmental Mitigation Costs	0	
One-Time Unique Costs	1,240,000	
Total - Other		2,183,802
Total One-Time Costs		29,610,165
One-Time Savings		
Military Construction Cost Avoidances	7,400,000	
Family Housing Cost Avoidances	0	
Military Moving	1,520,541	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		8,920,541
Total Net One-Time Costs		20,689,624

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS JACKSONVILLE, FL
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	21,439,801	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		21,439,801
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	100,000	
One-Time Unique Costs	300,000	
Total - Other		400,000
Total One-Time Costs		21,839,801
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		21,839,801

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAWC AD PAX RIVER, MD
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N950M.SFF

Base: NSY PORTSMOUTH, NH
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NRRC PORTLAND ME, ME
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: BRUNSWICK, ME
(All values in Dollars)

Category	Cost	Sub-Total
Construction		
Military Construction	0	
Family Housing Construction	0	
Information Management Account	0	
Land Purchases	0	
Total - Construction		0
Personnel		
Civilian RIF	0	
Civilian Early Retirement	0	
Civilian New Hires	0	
Eliminated Military PCS	0	
Unemployment	0	
Total - Personnel		0
Overhead		
Program Planning Support	0	
Mothball / Shutdown	0	
Total - Overhead		0
Moving		
Civilian Moving	0	
Civilian PPS	0	
Military Moving	0	
Freight	0	
One-Time Moving Costs	0	
Total - Moving		0
Other		
HAP / RSE	0	
Environmental Mitigation Costs	0	
One-Time Unique Costs	0	
Total - Other		0
Total One-Time Costs		0
One-Time Savings		
Military Construction Cost Avoidances	0	
Family Housing Cost Avoidances	0	
Military Moving	0	
Land Sales	0	
One-Time Moving Savings	0	
Environmental Mitigation Savings	0	
One-Time Unique Savings	0	
Total One-Time Savings		0
Total Net One-Time Costs		0

TOTAL MILITARY CONSTRUCTION ASSETS (COBRA v5.08) - Page 1/7
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

All Costs in $K

Base Name	Total MilCon	IMA Cost	Land Purch	Cost Avoid	Total Cost
NAS BRUNSWICK	0	0	0	-7,400	-7,400
NAS JACKSONVILLE	21,440	0	0	0	21,440
NAWC AD PAX RIVER	0	0	0	0	0
NSY PORTSMOUTH	0	0	0	0	0
NRRC PORTLAND ME	0	0	0	0	0
BRUNSWICK	0	0	0	0	0
Totals:	21,440	0	0	-7,400	14,040

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

MilCon for Base: NAS BRUNSWICK, ME

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*

Total Construction Cost:	0
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	7,400
TOTAL:	-7,400

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

MilCon for Base: NAS JACKSONVILLE, FL

All Costs in $K

Description:	MilCon Categ	Using Rehab	Rehab Cost*	New MilCon	New Cost*	Total Cost*
COMPUTER ROOM	ADMIN	1,700	233	0	0	233
BACHELOR QUARTERS	BACHQ	0	0	146,676	20,950	20,950
PERSONNEL SUPPORT DE	ADMIN	0	0	1,400	256	256

Total Construction Cost:	21,440
+ Info Management Account:	0
+ Land Purchases:	0
- Construction Cost Avoid:	0
TOTAL:	21,440

* All MilCon Costs include Design, Site Preparation, Contingency Planning, and SIOH Costs where applicable.

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* User name:   ROSE (18)                    Queue:  BSAT1/COMPAQ_PAGEMARQ20   *
* File name:                                Server  BSAT                      *
* Directory:                                                                  *
* Description: LPT3 Catch                                                     *
*              February  8, 95                      11:21am                  *
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*                          R   R O   O S   S E                                *
*                          R   R O   O S     E                                *
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PERSONNEL SUMMARY REPORT (COBRA v5.08)
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

PERSONNEL SUMMARY FOR: NAS BRUNSWICK, ME

BASE POPULATION (FY 1996):

Officers	Enlisted	Students	Civilians
313	1,970	0	425

FORCE STRUCTURE CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	-2	0	0	0	0	0	-2
Enlisted	-61	0	0	0	0	0	-61
Students	0	0	0	0	0	0	0
Civilians	-24	0	0	0	0	0	-24
TOTAL	-87	0	0	0	0	0	-87

BASE POPULATION (Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
311	1,909	0	401

PERSONNEL REALIGNMENTS:
To Base: NAS JACKSONVILLE, FL

	1996	1997	1998	1999	2000	2001	Total
Officers	153	90	1	0	0	0	244
Enlisted	841	503	92	0	0	0	1,436
Students	0	0	0	0	0	0	0
Civilians	21	40	18	0	0	0	79
TOTAL	1,015	633	111	0	0	0	1,759

To Base: NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	4	0	0	0	0	4
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	4	0	0	0	0	4

To Base: NSY PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	1	0	0	0	0	1
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

To Base: BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	8	0	0	0	8
Enlisted	0	0	45	0	0	0	45
Students	0	0	0	0	0	0	0
Civilians	0	0	21	0	0	0	21
TOTAL	0	0	74	0	0	0	74

TOTAL PERSONNEL REALIGNMENTS (Out of NAS BRUNSWICK, ME):

	1996	1997	1998	1999	2000	2001	Total
Officers	153	90	9	0	0	0	252
Enlisted	841	508	137	0	0	0	1,486
Students	0	0	0	0	0	0	0
Civilians	21	40	39	0	0	0	100
TOTAL	1,015	638	185	0	0	0	1,838

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

SCENARIO POSITION CHANGES:

	1996	1997	1998	1999	2000	2001	Total
Officers	-6	-21	-32	0	0	0	-59
Enlisted	-23	-137	-263	0	0	0	-423
Civilians	0	-98	-203	0	0	0	-301
TOTAL	-29	-256	-498	0	0	0	-783

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

PERSONNEL SUMMARY FOR: NAS JACKSONVILLE, FL

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
1,163	5,675	696	2,192

PERSONNEL REALIGNMENTS:
From Base: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001	Total
Officers	153	90	1	0	0	0	244
Enlisted	841	503	92	0	0	0	1,436
Students	0	0	0	0	0	0	0
Civilians	21	40	18	0	0	0	79
TOTAL	1,015	633	111	0	0	0	1,759

TOTAL PERSONNEL REALIGNMENTS (Into NAS JACKSONVILLE, FL):

	1996	1997	1998	1999	2000	2001	Total
Officers	153	90	1	0	0	0	244
Enlisted	841	503	92	0	0	0	1,436
Students	0	0	0	0	0	0	0
Civilians	21	40	18	0	0	0	79
TOTAL	1,015	633	111	0	0	0	1,759

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
1,407	7,111	696	2,271

PERSONNEL SUMMARY FOR: NAWC AD PAX RIVER, MD

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
463	2,361	23	3,119

PERSONNEL REALIGNMENTS:
From Base: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	4	0	0	0	0	4
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	4	0	0	0	0	4

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

TOTAL PERSONNEL REALIGNMENTS (Into NAWC AD PAX RIVER, MD):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	4	0	0	0	0	4
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	4	0	0	0	0	4

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
463	2,365	23	3,119

PERSONNEL SUMMARY FOR: NSY PORTSMOUTH, NH

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
70	109	0	4,500

PERSONNEL REALIGNMENTS:
From Base: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	1	0	0	0	0	1
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

TOTAL PERSONNEL REALIGNMENTS (Into NSY PORTSMOUTH, NH):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	0	0	0	0	0
Enlisted	0	1	0	0	0	0	1
Students	0	0	0	0	0	0	0
Civilians	0	0	0	0	0	0	0
TOTAL	0	1	0	0	0	0	1

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
70	110	0	4,500

PERSONNEL SUMMARY FOR: NRRC PORTLAND ME, ME

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
2	10	0	2

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
2	10	0	2

PERSONNEL SUMMARY FOR: BRUNSWICK, ME

BASE POPULATION (FY 1996, Prior to BRAC Action):

Officers	Enlisted	Students	Civilians
0	0	0	0

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

PERSONNEL REALIGNMENTS:
From Base: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	8	0	0	0	8
Enlisted	0	0	45	0	0	0	45
Students	0	0	0	0	0	0	0
Civilians	0	0	21	0	0	0	21
TOTAL	0	0	74	0	0	0	74

TOTAL PERSONNEL REALIGNMENTS (Into BRUNSWICK, ME):

	1996	1997	1998	1999	2000	2001	Total
Officers	0	0	8	0	0	0	8
Enlisted	0	0	45	0	0	0	45
Students	0	0	0	0	0	0	0
Civilians	0	0	21	0	0	0	21
TOTAL	0	0	74	0	0	0	74

BASE POPULATION (After BRAC Action):

Officers	Enlisted	Students	Civilians
8	45	0	21

TOTAL PERSONNEL IMPACT REPORT (COBRA v5.08) - Page 1/7
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		21	40	39	0	0	0	100
Early Retirement*	10.00%	2	4	2	0	0	0	8
Regular Retirement*	5.00%	1	2	1	0	0	0	4
Civilian Turnover*	15.00%	3	6	3	0	0	0	12
Civs Not Moving (RIFs)*+		1	2	1	0	0	0	4
Civilians Moving (the remainder)		14	26	32	0	0	0	72
Civilian Positions Available		7	14	7	0	0	0	28
CIVILIAN POSITIONS ELIMINATED		0	98	203	0	0	0	301
Early Retirement	10.00%	0	10	20	0	0	0	30
Regular Retirement	5.00%	0	5	10	0	0	0	15
Civilian Turnover	15.00%	0	15	30	0	0	0	45
Civs Not Moving (RIFs)*+		0	6	12	0	0	0	18
Priority Placement#	60.00%	0	59	122	0	0	0	181
Civilians Available to Move		0	3	9	0	0	0	12
Civilians Moving		0	3	7	0	0	0	10
Civilian RIFs (the remainder)		0	0	2	0	0	0	2
CIVILIAN POSITIONS REALIGNING IN		21	40	39	0	0	0	100
Civilians Moving		14	29	39	0	0	0	82
New Civilians Hired		7	11	0	0	0	0	18
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		2	14	22	0	0	0	38
TOTAL CIVILIAN RIFS		1	8	15	0	0	0	24
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	59	122	0	0	0	181
TOTAL CIVILIAN NEW HIRES		7	11	0	0	0	0	18

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

+ The Percentage of Civilians Not Willing to Move (Voluntary RIFs) varies from base to base.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS BRUNSWICK, ME	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		21	40	39	0	0	0	100
Early Retirement*	10.00%	2	4	2	0	0	0	8
Regular Retirement*	5.00%	1	2	1	0	0	0	4
Civilian Turnover*	15.00%	3	6	3	0	0	0	12
Civs Not Moving (RIFs)*	6.00%	1	2	1	0	0	0	4
Civilians Moving (the remainder)		14	26	32	0	0	0	72
Civilian Positions Available		7	14	7	0	0	0	28
CIVILIAN POSITIONS ELIMINATED		0	98	203	0	0	0	301
Early Retirement	10.00%	0	10	20	0	0	0	30
Regular Retirement	5.00%	0	5	10	0	0	0	15
Civilian Turnover	15.00%	0	15	30	0	0	0	45
Civs Not Moving (RIFs)*	6.00%	0	6	12	0	0	0	18
Priority Placement#	60.00%	0	59	122	0	0	0	181
Civilians Available to Move		0	3	9	0	0	0	12
Civilians Moving		0	3	7	0	0	0	10
Civilian RIFs (the remainder)		0	0	2	0	0	0	2
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		2	14	22	0	0	0	38
TOTAL CIVILIAN RIFS		1	8	15	0	0	0	24
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	59	122	0	0	0	181
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS JACKSONVILLE, FL	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		21	40	18	0	0	0	79
Civilians Moving		14	29	18	0	0	0	61
New Civilians Hired		7	11	0	0	0	0	18
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		7	11	0	0	0	0	18

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAWC AD PAX RIVER, MD	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NSY PORTSMOUTH, NH	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

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Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NRRC PORTLAND ME, ME	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	6.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: BRUNSWICK, ME	Rate	1996	1997	1998	1999	2000	2001	Total
CIVILIAN POSITIONS REALIGNING OUT		0	0	0	0	0	0	0
Early Retirement*	10.00%	0	0	0	0	0	0	0
Regular Retirement*	5.00%	0	0	0	0	0	0	0
Civilian Turnover*	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	0.00%	0	0	0	0	0	0	0
Civilians Moving (the remainder)		0	0	0	0	0	0	0
Civilian Positions Available		0	0	0	0	0	0	0
CIVILIAN POSITIONS ELIMINATED		0	0	0	0	0	0	0
Early Retirement	10.00%	0	0	0	0	0	0	0
Regular Retirement	5.00%	0	0	0	0	0	0	0
Civilian Turnover	15.00%	0	0	0	0	0	0	0
Civs Not Moving (RIFs)*	0.00%	0	0	0	0	0	0	0
Priority Placement#	60.00%	0	0	0	0	0	0	0
Civilians Available to Move		0	0	0	0	0	0	0
Civilians Moving		0	0	0	0	0	0	0
Civilian RIFs (the remainder)		0	0	0	0	0	0	0
CIVILIAN POSITIONS REALIGNING IN		0	0	21	0	0	0	21
Civilians Moving		0	0	21	0	0	0	21
New Civilians Hired		0	0	0	0	0	0	0
Other Civilian Additions		0	0	0	0	0	0	0
TOTAL CIVILIAN EARLY RETIRMENTS		0	0	0	0	0	0	0
TOTAL CIVILIAN RIFS		0	0	0	0	0	0	0
TOTAL CIVILIAN PRIORITY PLACEMENTS#		0	0	0	0	0	0	0
TOTAL CIVILIAN NEW HIRES		0	0	0	0	0	0	0

* Early Retirements, Regular Retirements, Civilian Turnover, and Civilians Not Willing to Move are not applicable for moves under fifty miles.

Not all Priority Placements involve a Permanent Change of Station. The rate of PPS placements involving a PCS is 50.00%

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Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	20,198	1,241	0	0	0	0	21,440
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIF	20	158	297	0	0	0	476
Civ Retire	9	64	101	0	0	0	174
CIV MOVING							
Per Diem	38	78	48	0	0	0	164
POV Miles	3	7	4	0	0	0	14
Home Purch	133	277	172	0	0	0	582
HHG	100	206	128	0	0	0	434
Misc	10	20	12	0	0	0	43
House Hunt	34	71	44	0	0	0	148
PPS	0	864	1,757	0	0	0	2,621
RITA	61	127	79	0	0	0	266
FREIGHT							
Packing	250	156	46	0	0	0	452
Freight	791	1,428	3	0	0	0	2,223
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	3	25	47	0	0	0	75
OTHER							
Program Plan	3,352	2,514	1,885	1,414	0	0	9,166
Shutdown	759	650	496	0	0	0	1,905
New Hire	0	0	0	0	0	0	0
1-Time Move	41	0	0	0	0	0	41
MIL PERSONNEL							
MIL MOVING							
Per Diem	294	176	27	0	0	0	497
POV Miles	231	138	22	0	0	0	392
HHG	3,385	2,032	294	0	0	0	5,712
Misc	696	418	65	0	0	0	1,179
OTHER							
Elim PCS	59	287	514	0	0	0	860
OTHER							
HAP / RSE	328	334	282	0	0	0	944
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	300	1,190	50	0	0	0	1,540
TOTAL ONE-TIME	31,198	12,463	6,375	1,414	0	0	51,450

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	630	630	630	630	2,522	630
BOS	2,074	3,345	3,561	3,561	3,561	3,561	19,663	3,561
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	4,343	6,955	7,573	7,573	7,573	7,573	41,592	7,573
OTHER								
Mission	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2,400
Misc Recur	0	0	3,190	3,201	3,201	3,201	12,793	3,201
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	8,817	12,700	17,355	17,366	17,366	17,366	90,970	17,366
TOTAL COST	40,015	25,163	23,730	18,780	17,366	17,366	142,420	17,366

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	2,500	2,300	2,600	0	7,400
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	897	540	84	0	0	0	1,520
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	897	540	2,584	2,300	2,600	0	8,920

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	86	247	377	434	434	434	2,013	434
O&M								
RPMA	637	1,854	2,903	3,416	3,416	3,416	15,642	3,416
BOS	74	3,817	9,393	12,342	12,342	12,342	50,311	12,342
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,490	10,140	15,299	15,299	15,299	58,527	15,299
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	230	1,267	3,301	4,530	4,530	4,530	18,389	4,530
Enl Salary	381	3,036	9,671	14,034	14,034	14,034	55,192	14,034
House Allow	6,723	6,723	6,723	6,723	6,723	6,723	40,337	6,723
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	8,132	19,434	42,509	56,778	56,778	56,778	240,410	56,778
TOTAL SAVINGS	9,029	19,973	45,093	59,078	59,378	56,778	249,331	56,778

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
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ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	20,198	1,241	-2,500	-2,300	-2,600	0	14,040
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	29	223	398	0	0	0	649
Civ Moving	1,421	3,234	2,294	0	0	0	6,949
Other	4,155	3,189	2,429	1,414	0	0	11,187
MIL PERSONNEL							
Mil Moving	3,769	2,513	838	0	0	0	7,121
OTHER							
HAP / RSE	328	334	282	0	0	0	944
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	300	1,190	50	0	0	0	1,540
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	30,301	11,923	3,791	-886	-2,600	0	42,529

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	-86	-247	-377	-434	-434	-434	-2,013	-434
O&M								
RPMA	-637	-1,854	-2,272	-2,785	-2,785	-2,785	-13,120	-2,785
BOS	2,000	-472	-5,832	-8,781	-8,781	-8,781	-30,648	-8,781
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,490	-10,140	-15,299	-15,299	-15,299	-58,527	-15,299
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	-612	-4,303	-12,973	-18,564	-18,564	-18,564	-73,581	-18,564
House Allow	-2,380	232	851	851	851	851	1,255	851
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2,400
Misc Recur	0	0	3,190	3,201	3,201	3,201	12,793	3,201
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	684	-6,733	-25,154	-39,412	-39,412	-39,412	-149,440	-39,412
TOTAL NET COST	30,985	5,190	-21,363	-40,298	-42,012	-39,412	-106,911	-39,412

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS BRUNSWICK, ME

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	20	158	297	0	0	0	476
Civ Retire	9	64	101	0	0	0	174
CIV MOVING							
Per Diem	38	78	48	0	0	0	164
POV Miles	3	7	4	0	0	0	14
Home Purch	133	277	172	0	0	0	582
HHG	100	206	128	0	0	0	434
Misc	10	20	12	0	0	0	43
House Hunt	34	71	44	0	0	0	148
PPS	0	864	1,757	0	0	0	2,621
RITA	61	127	79	0	0	0	266
FREIGHT							
Packing	250	156	46	0	0	0	452
Freight	791	1,428	3	0	0	0	2,223
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	3	25	47	0	0	0	75
OTHER							
Program Plan	3,352	2,514	1,885	1,414	0	0	9,166
Shutdown	759	650	496	0	0	0	1,905
New Hires	0	0	0	0	0	0	0
1-Time Move	41	0	0	0	0	0	41
MIL PERSONNEL							
MIL MOVING							
Per Diem	294	176	27	0	0	0	497
POV Miles	231	138	22	0	0	0	392
HHG	3,385	2,032	294	0	0	0	5,712
Misc	696	418	65	0	0	0	1,179
OTHER							
Elim PCS	59	287	514	0	0	0	860
OTHER							
HAP / RSE	328	334	282	0	0	0	944
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	1,190	50	0	0	0	1,240
TOTAL ONE-TIME	10,599	11,221	6,375	1,414	0	0	29,610

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS BRUNSWICK, ME

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	3,190	3,201	3,201	3,201	12,793	3,201
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	3,190	3,201	3,201	3,201	12,793	3,201
TOTAL COSTS	10,599	11,221	9,565	4,615	3,201	3,201	42,403	3,201

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	2,500	2,300	2,600	0	7,400
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	897	540	84	0	0	0	1,520
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	897	540	2,584	2,300	2,600	0	8,920

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	86	247	377	434	434	434	2,013	434
O&M								
RPMA	637	1,854	2,903	3,416	3,416	3,416	15,642	3,416
BOS	74	3,817	9,393	12,342	12,342	12,342	50,311	12,342
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	2,490	10,140	15,299	15,299	15,299	58,527	15,299
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	230	1,267	3,301	4,530	4,530	4,530	18,389	4,530
Enl Salary	381	3,036	9,671	14,034	14,034	14,034	55,192	14,034
House Allow	6,723	6,723	6,723	6,723	6,723	6,723	40,337	6,723
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	8,132	19,434	42,509	56,778	56,778	56,778	240,410	56,778
TOTAL SAVINGS	9,029	19,973	45,093	59,078	59,378	56,778	249,331	56,778

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS BRUNSWICK, ME

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	-2,500	-2,300	-2,600	0	-7,400
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	29	223	398	0	0	0	649
Civ Moving	1,421	3,234	2,294	0	0	0	6,949
Other	4,155	3,189	2,429	1,414	0	0	11,187
MIL PERSONNEL							
Mil Moving	3,769	2,513	838	0	0	0	7,121
OTHER							
HAP / RSE	328	334	282	0	0	0	944
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	1,190	50	0	0	0	1,240
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	9,702	10,682	3,791	-886	-2,600	0	20,690

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	-86	-247	-377	-434	-434	-434	-2,013	-434
O&M								
RPMA	-637	-1,854	-2,903	-3,416	-3,416	-3,416	-15,642	-3,416
BOS	-74	-3,817	-9,393	-12,342	-12,342	-12,342	-50,311	-12,342
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	-2,490	-10,140	-15,299	-15,299	-15,299	-58,527	-15,299
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	-612	-4,303	-12,973	-18,564	-18,564	-18,564	-73,581	-18,564
House Allow	-6,723	-6,723	-6,723	-6,723	-6,723	-6,723	-40,337	-6,723
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	3,190	3,201	3,201	3,201	12,793	3,201
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	-8,132	-19,434	-39,319	-53,577	-53,577	-53,577	-227,617	-53,577
TOTAL NET COST	1,570	-8,752	-35,527	-54,463	-56,177	-53,577	-206,928	-53,577

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS JACKSONVILLE, FL

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	20,198	1,241	0	0	0	0	21,440
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	300	0	0	0	0	0	300
TOTAL ONE-TIME	20,598	1,241	0	0	0	0	21,840

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS JACKSONVILLE, FL

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	630	630	630	630	2,522	630
BOS	2,074	3,322	3,538	3,538	3,538	3,538	19,547	3,538
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	4,343	6,932	7,297	7,297	7,297	7,297	40,465	7,297
OTHER								
Mission	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2,400
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	4,474	5,722	6,568	6,568	6,568	6,568	76,934	13,866
TOTAL COSTS	29,415	13,895	13,866	13,866	13,866	13,866	98,774	13,866

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAS JACKSONVILLE, FL

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	20,198	1,241	0	0	0	0	21,440
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	100	0	0	0	0	0	100
Info Manage	0	0	0	0	0	0	0
1-Time Other	300	0	0	0	0	0	300
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	20,598	1,241	0	0	0	0	21,840

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	630	630	630	630	2,522	630
BOS	2,074	3,322	3,538	3,538	3,538	3,538	19,547	3,538
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	4,343	6,932	7,297	7,297	7,297	7,297	40,465	7,297
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	2,400	2,400	2,400	2,400	2,400	2,400	14,400	2,400
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	8,817	12,654	13,866	13,866	13,866	13,866	76,934	13,866
TOTAL NET COST	29,415	13,895	13,866	13,866	13,866	13,866	98,774	13,866

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAWC AD PAX RIVER, MD

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAWC AD PAX RIVER, MD

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	20	20	20	20	20	99	20
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	16	16	16	16	16	78	16
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	20	20	20	20	20	177	35
TOTAL COSTS	0	35	35	35	35	35	177	35

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NAWC AD PAX RIVER, MD

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	20	20	20	20	20	99	20
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	16	16	16	16	16	78	16
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	35	35	35	35	35	177	35
TOTAL NET COST	0	35	35	35	35	35	177	35

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NSY PORTSMOUTH, NH

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NSY PORTSMOUTH, NH

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	3	3	3	3	3	17	3
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	7	7	7	7	7	36	7
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	3	3	3	3	3	53	11
TOTAL COSTS	0	11	11	11	11	11	53	11

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NSY PORTSMOUTH, NH

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	3	3	3	3	3	17	3
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	7	7	7	7	7	36	7
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	11	11	11	11	11	53	11
TOTAL NET COST	0	11	11	11	11	11	53	11

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NRRC PORTLAND ME, ME

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NRRC PORTLAND ME, ME

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL COSTS	0	0	0	0	0	0	0	0

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: NRRC PORTLAND ME, ME

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL NET COST	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: BRUNSWICK, ME

ONE-TIME COSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
Land Purch	0	0	0	0	0	0	0
O&M							
CIV SALARY							
Civ RIFs	0	0	0	0	0	0	0
Civ Retire	0	0	0	0	0	0	0
CIV MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
Home Purch	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
House Hunt	0	0	0	0	0	0	0
PPS	0	0	0	0	0	0	0
RITA	0	0	0	0	0	0	0
FREIGHT							
Packing	0	0	0	0	0	0	0
Freight	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0
Driving	0	0	0	0	0	0	0
Unemployment	0	0	0	0	0	0	0
OTHER							
Program Plan	0	0	0	0	0	0	0
Shutdown	0	0	0	0	0	0	0
New Hires	0	0	0	0	0	0	0
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
MIL MOVING							
Per Diem	0	0	0	0	0	0	0
POV Miles	0	0	0	0	0	0	0
HHG	0	0	0	0	0	0	0
Misc	0	0	0	0	0	0	0
OTHER							
Elim PCS	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: BRUNSWICK, ME

RECURRINGCOSTS -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	253	253	253	253	1,012	253
OTHER								
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	1,012	253
TOTAL COSTS	0	0	253	253	253	253	1,012	253

ONE-TIME SAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
1-Time Move	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
Land Sales	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRINGSAVES -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Off Salary	0	0	0	0	0	0	0	0
Enl Salary	0	0	0	0	0	0	0	0
House Allow	0	0	0	0	0	0	0	0
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	0	0	0	0	0	0
TOTAL SAVINGS	0	0	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

Base: BRUNSWICK, ME

ONE-TIME NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total
CONSTRUCTION							
MILCON	0	0	0	0	0	0	0
Fam Housing	0	0	0	0	0	0	0
O&M							
Civ Retir/RIF	0	0	0	0	0	0	0
Civ Moving	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
MIL PERSONNEL							
Mil Moving	0	0	0	0	0	0	0
OTHER							
HAP / RSE	0	0	0	0	0	0	0
Environmental	0	0	0	0	0	0	0
Info Manage	0	0	0	0	0	0	0
1-Time Other	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0
TOTAL ONE-TIME	0	0	0	0	0	0	0

RECURRING NET -----($K)-----	1996	1997	1998	1999	2000	2001	Total	Beyond
FAM HOUSE OPS	0	0	0	0	0	0	0	0
O&M								
RPMA	0	0	0	0	0	0	0	0
BOS	0	0	0	0	0	0	0	0
Unique Operat	0	0	0	0	0	0	0	0
Caretaker	0	0	0	0	0	0	0	0
Civ Salary	0	0	0	0	0	0	0	0
CHAMPUS	0	0	0	0	0	0	0	0
MIL PERSONNEL								
Mil Salary	0	0	0	0	0	0	0	0
House Allow	0	0	253	253	253	253	1,012	253
OTHER								
Procurement	0	0	0	0	0	0	0	0
Mission	0	0	0	0	0	0	0	0
Misc Recur	0	0	0	0	0	0	0	0
Unique Other	0	0	0	0	0	0	0	0
TOTAL RECUR	0	0	253	253	253	253	1,012	253
TOTAL NET COST	0	0	253	253	253	253	1,012	253

```
*****************************************************************************
* User name:   ROSE (18)                    Queue:  BSAT1/COMPAQ_PAGEMARQ20   *
* File name:                                Server  BSAT                      *
* Directory:                                                                  *
* Description: LPT3 Catch                                                     *
*              February  8, 95                      11:23am                  *
*****************************************************************************
*                                                                             *
*                          RRRR   OOO   SSS  EEEEE                            *
*                          R   R O   O S   S E                                *
*                          R   R O   O S     E                                *
*                          RRRR  O   O  SSS  EEEE                             *
*                          R R   O   O     S E                                *
*                          R  R  O   O S   S E                                *
*                          R   R  OOO   SSS  EEEEE                            *
*                                                                             *
*****************************************************************************
*                                                                             *
*                          L      SSS  TTTTT                                  *
*                          L     S   S   T                                    *
*                          L     S       T    ::                              *
*                          L      SSS    T    ::                              *
*                          L         S   T                                    *
*                          L     S   S   T    ::                              *
*                          LLLLL  SSS    T    ::                              *
*                                                                             *
*****************************************************************************
```

INPUT DATA REPORT (COBRA v5.08)
Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N950M.SFF

INPUT SCREEN ONE - GENERAL SCENARIO INFORMATION

Model Year One : FY 1996

Model does Time-Phasing of Construction/Shutdown: Yes

Base Name	Strategy:
NAS BRUNSWICK, ME	Closes in FY 1999
NAS JACKSONVILLE, FL	Realignment
NAWC AD PAX RIVER, MD	Realignment
NSY PORTSMOUTH, NH	Realignment
NRRC PORTLAND ME, ME	Realignment
BRUNSWICK, ME	Realignment

Summary:

004

INPUT SCREEN TWO - DISTANCE TABLE

From Base:	To Base:	Distance:
NAS BRUNSWICK, ME	NAS JACKSONVILLE, FL	1,294 mi
NAS BRUNSWICK, ME	NAWC AD PAX RIVER, MD	605 mi
NAS BRUNSWICK, ME	NSY PORTSMOUTH, NH	74 mi
NAS BRUNSWICK, ME	NRRC PORTLAND ME, ME	24 mi
NAS BRUNSWICK, ME	BRUNSWICK, ME	3 mi

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAS BRUNSWICK, ME to NAS JACKSONVILLE, FL

	1996	1997	1998	1999	2000	2001
Officer Positions:	153	90	1	0	0	0
Enlisted Positions:	841	503	92	0	0	0
Civilian Positions:	21	40	18	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	6	0	0	0	0	0
Suppt Eqpt (tons):	2,020	3,760	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS BRUNSWICK, ME to NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	4	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN THREE - MOVEMENT TABLE

Transfers from NAS BRUNSWICK, ME to NSY PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	0	0	0	0
Enlisted Positions:	0	1	0	0	0	0
Civilian Positions:	0	0	0	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

Transfers from NAS BRUNSWICK, ME to BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
Officer Positions:	0	0	8	0	0	0
Enlisted Positions:	0	0	45	0	0	0
Civilian Positions:	0	0	21	0	0	0
Student Positions:	0	0	0	0	0	0
Missn Eqpt (tons):	0	0	0	0	0	0
Suppt Eqpt (tons):	0	0	0	0	0	0
Military Light Vehicles:	0	0	0	0	0	0
Heavy/Special Vehicles:	0	0	0	0	0	0

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAS BRUNSWICK, ME

Total Officer Employees:	313	RPMA Non-Payroll ($K/Year):	3,416
Total Enlisted Employees:	1,970	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	12,752
Total Civilian Employees:	425	BOS Payroll ($K/Year):	21,881
Mil Families Living On Base:	34.0%	Family Housing ($K/Year):	434
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.89
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	1,524	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	143	Activity Code:	60087
Enlisted VHA ($/Month):	165		
Per Diem Rate ($/Day):	83	Homeowner Assistance Program:	Yes
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NAS JACKSONVILLE, FL

Total Officer Employees:	1,163	RPMA Non-Payroll ($K/Year):	19,208
Total Enlisted Employees:	5,675	Communications ($K/Year):	0
Total Student Employees:	696	BOS Non-Payroll ($K/Year):	37,666
Total Civilian Employees:	2,192	BOS Payroll ($K/Year):	55,817
Mil Families Living On Base:	7.0%	Family Housing ($K/Year):	470
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.91
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	4,190	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	157	Activity Code:	00207
Enlisted VHA ($/Month):	101		
Per Diem Rate ($/Day):	80	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN FOUR - STATIC BASE INFORMATION

Name: NAWC AD PAX RIVER, MD

Total Officer Employees:	463	RPMA Non-Payroll ($K/Year):	14,559
Total Enlisted Employees:	2,361	Communications ($K/Year):	0
Total Student Employees:	23	BOS Non-Payroll ($K/Year):	54,712
Total Civilian Employees:	3,119	BOS Payroll ($K/Year):	34,627
Mil Families Living On Base:	44.0%	Family Housing ($K/Year):	2,111
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.03
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	3,985	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	281	Activity Code:	00421
Enlisted VHA ($/Month):	217		
Per Diem Rate ($/Day):	80	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NSY PORTSMOUTH, NH

Total Officer Employees:	70	RPMA Non-Payroll ($K/Year):	12,194
Total Enlisted Employees:	109	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	29,502
Total Civilian Employees:	4,500	BOS Payroll ($K/Year):	34,645
Mil Families Living On Base:	73.0%	Family Housing ($K/Year):	537
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	1.06
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	3,384	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	199	Activity Code:	00102
Enlisted VHA ($/Month):	166		
Per Diem Rate ($/Day):	87	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: NRRC PORTLAND ME, ME

Total Officer Employees:	2	RPMA Non-Payroll ($K/Year):	21
Total Enlisted Employees:	10	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	69
Total Civilian Employees:	2	BOS Payroll ($K/Year):	43
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	6.0%	Area Cost Factor:	0.89
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	0.0%
Officer VHA ($/Month):	232	Activity Code:	61804
Enlisted VHA ($/Month):	166		
Per Diem Rate ($/Day):	88	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.07	Unique Activity Information:	No

Name: BRUNSWICK, ME

Total Officer Employees:	0	RPMA Non-Payroll ($K/Year):	0
Total Enlisted Employees:	0	Communications ($K/Year):	0
Total Student Employees:	0	BOS Non-Payroll ($K/Year):	0
Total Civilian Employees:	0	BOS Payroll ($K/Year):	0
Mil Families Living On Base:	0.0%	Family Housing ($K/Year):	0
Civilians Not Willing To Move:	0.0%	Area Cost Factor:	1.00
Officer Housing Units Avail:	0	CHAMPUS In-Pat ($/Visit):	0
Enlisted Housing Units Avail:	0	CHAMPUS Out-Pat ($/Visit):	0
Total Base Facilities(KSF):	0	CHAMPUS Shift to Medicare:	20.9%
Officer VHA ($/Month):	143	Activity Code:	
Enlisted VHA ($/Month):	165		
Per Diem Rate ($/Day):	0	Homeowner Assistance Program:	No
Freight Cost ($/Ton/Mile):	0.00	Unique Activity Information:	No

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	1,190	50	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	41	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	3,190	3,201	3,201	3,201
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	2,500	2,300	2,600	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 1,524 Perc Family Housing ShutDown: 100.0%

Name: NAS JACKSONVILLE, FL

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	300	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	100	0	0	0	0	0
Activ Mission Cost ($K):	2,400	2,400	2,400	2,400	2,400	2,400
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: NAWC AD PAX RIVER, MD

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN FIVE - DYNAMIC BASE INFORMATION

Name: NSY PORTSMOUTH, NH

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: NRRC PORTLAND ME, ME

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Name: BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
1-Time Unique Cost ($K):	0	0	0	0	0	0
1-Time Unique Save ($K):	0	0	0	0	0	0
1-Time Moving Cost ($K):	0	0	0	0	0	0
1-Time Moving Save ($K):	0	0	0	0	0	0
Env Non-MilCon Reqd($K):	0	0	0	0	0	0
Activ Mission Cost ($K):	0	0	0	0	0	0
Activ Mission Save ($K):	0	0	0	0	0	0
Misc Recurring Cost($K):	0	0	0	0	0	0
Misc Recurring Save($K):	0	0	0	0	0	0
Land (+Buy/-Sales) ($K):	0	0	0	0	0	0
Construction Schedule(%):	0%	0%	0%	0%	0%	0%
Shutdown Schedule (%):	0%	0%	0%	0%	0%	0%
MilCon Cost Avoidnc($K):	0	0	0	0	0	0
Fam Housing Avoidnc($K):	0	0	0	0	0	0
Procurement Avoidnc($K):	0	0	0	0	0	0
CHAMPUS In-Patients/Yr:	0	0	0	0	0	0
CHAMPUS Out-Patients/Yr:	0	0	0	0	0	0

Facil ShutDown(KSF): 0 Perc Family Housing ShutDown: 0.0%

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

INPUT SCREEN SIX - BASE PERSONNEL INFORMATION

Name: NAS BRUNSWICK, ME

	1996	1997	1998	1999	2000	2001
Off Force Struc Change:	-2	0	0	0	0	0
Enl Force Struc Change:	-61	0	0	0	0	0
Civ Force Struc Change:	-24	0	0	0	0	0
Stu Force Struc Change:	0	0	0	0	0	0
Off Scenario Change:	-6	-21	-32	0	0	0
Enl Scenario Change:	-23	-137	-263	0	0	0
Civ Scenario Change:	0	-98	-203	0	0	0
Off Change(No Sal Save):	0	0	0	0	0	0
Enl Change(No Sal Save):	0	0	0	0	0	0
Civ Change(No Sal Save):	0	0	0	0	0	0
Caretakers - Military:	0	0	0	0	0	0
Caretakers - Civilian:	0	0	0	0	0	0

INPUT SCREEN SEVEN - BASE MILITARY CONSTRUCTION INFORMATION

Name: NAS JACKSONVILLE, FL

Description	Categ	New MilCon	Rehab MilCon	Total Cost($K)
COMPUTER ROOM	ADMIN	0	1,700	0
BACHELOR QUARTERS	BACHQ	146,676	0	0
PERSONNEL SUPPORT DE	ADMIN	1,400	0	0

STANDARD FACTORS SCREEN ONE - PERSONNEL

Percent Officers Married:	71.70%	Civ Early Retire Pay Factor:	9.00%
Percent Enlisted Married:	60.10%	Priority Placement Service:	60.00%
Enlisted Housing MilCon:	98.00%	PPS Actions Involving PCS:	50.00%
Officer Salary($/Year):	76,781.00	Civilian PCS Costs ($):	28,800.00
Off BAQ with Dependents($):	7,925.00	Civilian New Hire Cost($):	0.00
Enlisted Salary($/Year):	33,178.00	Nat Median Home Price($):	114,600.00
Enl BAQ with Dependents($):	5,251.00	Home Sale Reimburse Rate:	10.00%
Avg Unemploy Cost($/Week):	174.00	Max Home Sale Reimburs($):	22,385.00
Unemployment Eligibility(Weeks):	18	Home Purch Reimburse Rate:	5.00%
Civilian Salary($/Year):	50,827.00	Max Home Purch Reimburs($):	11,191.00
Civilian Turnover Rate:	15.00%	Civilian Homeowning Rate:	64.00%
Civilian Early Retire Rate:	10.00%	HAP Home Value Reimburse Rate:	22.90%
Civilian Regular Retire Rate:	5.00%	HAP Homeowner Receiving Rate:	5.00%
Civilian RIF Pay Factor:	39.00%	RSE Home Value Reimburse Rate:	0.00%
SF File Desc:	NAVY O&M,N BRAC95	RSE Homeowner Receiving Rate:	0.00%

STANDARD FACTORS SCREEN TWO - FACILITIES

RPMA Building SF Cost Index:	0.93	Rehab vs. New MilCon Cost:	75.00%
BOS Index (RPMA vs population):	0.54	Info Management Account:	0.00%
(Indices are used as exponents)		MilCon Design Rate:	9.00%
Program Management Factor:	10.00%	MilCon SIOH Rate:	6.00%
Caretaker Admin($/Year):	162.00	MilCon Contingency Plan Rate:	5.00%
Mothball Cost ($/SF):	1.25	MilCon Site Preparation Rate:	39.00%
Avg Bachelor Quarters($F):	294.00	Discount Rate for NPV.RPT/ROI:	2.75%
Avg Family Quarters(SF):	1.00	Inflation Rate for NPV.RPT/ROI:	0.00%

APPDET.RPT Inflation Rates:
1996: 0.00% 1997: 2.90% 1998: 3.00% 1999: 3.00% 2000: 3.00% 2001: 3.00%

Data As Of 10:14 11/14/1994, Report Created 11:20 02/08/1995

Department : NAVY
Option Package : CLOSE BRUNSWICK
Scenario File : P:\COBRA\PRELIM\PRELIM1\BRUNSWIC.CBR
Std Fctrs File : P:\COBRA\N95OM.SFF

STANDARD FACTORS SCREEN THREE - TRANSPORTATION

Material/Assigned Person(Lb):	710	Equip Pack & Crate($/Ton):	284.00
HHG Per Off Family (Lb):	14,500.00	Mil Light Vehicle($/Mile):	0.31
HHG Per Enl Family (Lb):	9,000.00	Heavy/Spec Vehicle($/Mile):	3.38
HHG Per Mil Single (Lb):	6,400.00	POV Reimbursement($/Mile):	0.18
HHG Per Civilian (Lb):	18,000.00	Avg Mil Tour Length (Years):	4.17
Total HHG Cost ($/100Lb):	35.00	Routine PCS($/Pers/Tour):	3,763.00
Air Transport ($/Pass Mile):	0.20	One-Time Off PCS Cost($):	4,527.00
Misc Exp ($/Direct Employ):	700.00	One-Time Enl PCS Cost($):	1,403.00

STANDARD FACTORS SCREEN FOUR - MILITARY CONSTRUCTION

Category	UM	$/UM	Category	UM	$/UM
Horizontal	(SY)	61	Optional Category A	( )	0
Waterfront	(LF)	10,350	Optional Category B	( )	0
Air Operations	(SF)	122	Optional Category C	( )	0
Operational	(SF)	111	Optional Category D	( )	0
Administrative	(SF)	123	Optional Category E	( )	0
School Buildings	(SF)	108	Optional Category F	( )	0
Maintenance Shops	(SF)	102	Optional Category G	( )	0
Bachelor Quarters	(SF)	96	Optional Category H	( )	0
Family Quarters	(EA)	78,750	Optional Category I	( )	0
Covered Storage	(SF)	94	Optional Category J	( )	0
Dining Facilities	(SF)	165	Optional Category K	( )	0
Recreation Facilities	(SF)	120	Optional Category L	( )	0
Communications Facil	(SF)	165	Optional Category M	( )	0
Shipyard Maintenance	(SF)	129	Optional Category N	( )	0
RDT & E Facilities	(SF)	160	Optional Category O	( )	0
POL Storage	(BL)	12	Optional Category P	( )	0
Ammunition Storage	(SF)	160	Optional Category Q	( )	0
Medical Facilities	(SF)	168	Optional Category R	( )	0
Environmental	( )	0			

Document Separator

DATA CALL 1: GENERAL INSTALLATION INFORMATION

1. ACTIVITY: Follow example as provided in the table below (delete the examples when providing your input). If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- Name

Official name	Naval Air Station, Brunswick, ME
Acronym(s) used in correspondence	NAS Brunswick
Commonly accepted short title(s)	NASB

- Complete Mailing Address

Commanding Officer
Bldg 4, Box 26
Naval Air Station
Brunswick, ME 04011-5000

- PLAD NAS BRUNSWICK ME

- PRIMARY UIC: 60087 (Plant Account UIC for Plant Account Holders) Enter this number as the Activity identifier at the top of each Data Call response page.

- ALL OTHER UIC(s): 44314 PURPOSE: Aircraft Intermediate Maint
47207 Security Detachment
47794 Aircraft Opr Detachment
48673 Family Services
68125 Counseling and Assistance

2. PLANT ACCOUNT HOLDER:

- Yes X No _____ (check one)

3. ACTIVITY TYPE: Choose most appropriate type that describes

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3. ACTIVITY TYPE. Choose most appropriate type that describes your activity and completely answer all questions.

• HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

· Yes X No ____ (check one)

• TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

· Yes ____ No X (check one)

· Primary Host (current) UIC: _____

· Primary Host (as of 01 Oct 1995) UIC: _____

· Primary Host (as of 01 Oct 2001) UIC: _____

• INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

· Yes ____ No X (check one)

4. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

R

Name	Location	UIC
Topsham Annex (DA)	Topsham, ME	N60087 N60672 N63981
McKeen Street (FA)	Brunswick, ME	N60087

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

your activity and completely answer all questions.

· HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

- Yes ___X___ No _____ (check one)

· TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

- Yes _____ No ___X___ (check one)
- Primary Host (current) UIC: _____
- Primary Host (as of 01 Oct 1995) UIC: _____
- Primary Host (as of 01 Oct 2001) UIC: _____

· INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

- Yes _____ No ___X___ (check one)

. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
Topsham Annex (DA)	Topsham, ME	N60087 N60672 N63981
McKeen Street (FA)	Brunswick, ME	N60087

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Data Call 1: General Installation Information, continued Activity: 60087 NAS Brunswick ME

Name	Location	UIC
Redington Township (SERE) (MA)	Rangeley, ME	N60087 N0348A
Small Point (SA)	Phippsburg, ME	N60087
Sabino Hill (TA)	Phippsburg, ME	N60087
E. Brunswick (UA)	Brunswick, ME	N60087
Portland Cumberland ME (VA)	Brunswick, ME	N60087

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Name	Location	UIC
Casco Bay Fuel Farm (HA)	Brunswick, ME	N62566
Redington Township (SERE) (MA)	Rangeley, ME	N60087 N0348A
Small Point (SA)	Phippsburg, ME	N60087
Sabino Hill (TA)	Phippsburg, ME	N60087
E. Brunswick (UA)	Brunswick, ME	N60087
Portland Cumberland ME	Brunswick, ME	N60087

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Name	UIC	Location	Host name	Host UIC
None				

6. BRAC IMPACT: Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative. None

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91,-93 action(s).

Current Missions

To maintain and operate facilities and provide services and material to support operations of aviation activities and units of the Operating Forces of the Navy and other activities and units, as designated by the Chief of Naval Operations.

- Aviation Operations
  - Support flight operations for a Class IV airfield.
  - Provide 24 hour helicopter search and rescue operations.
  - Provide ground electronics maintenance.
- Special Base Operations
  - Manage a Tactical Support Center (TSC).
- Training Services
  - Provide formal instruction to all personnel with claimant or subclaimant approved syllabus.
- Aircraft Maintenance
  - Provide the only RD-319/AYA-8 magnetic tape transport system depot repair site for Navy P-3C NUD/I/II updates.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

- Provide Engine Driven Compressor (EDC) complete engine repair; only AIMD which performs some depot-level actions.
- Provide BRU-15 universal pylon strongback depot repairs.
- Perform P-3 on-aircraft depot level actions as follows:
    - wing spar insertion/replacement;
    - horizontal stabilizer repair;
    - APU longeron repair;
    - horizontal stabilizer to fuselage T-fitting repair;
    - aileron/rudder/elevator trim tab actuator rebuild (the only IMA authorized, by message)
- Perform as secondary repair site (depot-type) for some specific avionics components
- Provide intermediate level maintenance for P-3 aircraft and power plants.
- Perform organizational and intermediate level maintenance on ground support equipment.
- Provide support services and maintenance/material control management for UC-12 and HH-1N type aircraft.
- Provide support services for aircraft organizational maintenance.
- Provide support for transient aircraft.
- Perform aviation Ground Support Equipment (GSE) services.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

- POL Products/Services

  - Receive, store, distribute, and account for petroleum products.
  - Provide aircraft refueling/defueling for station and transient aircraft.

- Ordnance Services

  - Provide conventional weapons services.
  - Provide mobile mine assembly support services.
  - Provide support to Explosive Ordnance Disposal Detachment, Newport, RI
  - Provide safe haven for incoming ordnance material for shipboard onloads.
  - Provide Supervisor of Shipbuilding, Bath, ME, storage facilities for small arms, small arms ammunition, and other ammunition as needed. Conduct small arms training for shipboard personnel.

- Supply Services

  - Operate a standard Supply/Supply Fiscal Department.
  - Provide material handling services.
  - Provide freight terminal services.
  - Operate a Servmart.
  - Operate a Shop Store/Pre-Ex.
  - Provide small purchase services.
  - Provide traffic management (household goods).
  - Perform 3-M program maintenance support.

- Bachelor Housing Services

  - Operate Bachelor Enlisted Quarters and Officer Quarters in support of station and tenant command requirements.

- Messing Services

  - Operate a Mess Hall.
  - Operate satellite messing at SERE facility, Rangeley, ME.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

- Personal Services

  - Operate a Family Service Center.
  - Provide Morale, Welfare, and Recreation Program including child care.
  - Provide religious programs.
  - Operate Navy Exchange.

- Family Housing Service

  - Manage Family Housing assets and referrals.

- Utility Operations

  - Electric distribution system.
  - Steam plant.
  - Water distribution system.
  - Compressed air plant.
  - Air conditioning and refrigeration services.
  - Sanitary sewer distribution system.

- Administrative Services

  - Provide Command Master Chief services.
  - Provide administrative support services, including CSM.
  - Administer Command Disaster Preparedness Program.
  - Provide Position Management analysis.
  - Operate Naval Post Office.
  - Provide Human Resource Management Program Service (CAAC, DAPA, DPC)
  - Provide legal services.
  - Provide Public Affairs services.
  - Provide financial management.
  - Provide Aviation Safety Program and Navy Occupational and Health (NAVOSH) programs.
  - Provide for Inter-Service Support.

- Information Services

  - Provide Automated Data Processing (ADP) services including the Naval Aviation Logistics Command Management Information System/NALCOMIS Repairable Management System (NALCOMIS/NRMM).
  - Provide microcomputer management services.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

- Public Works Services

  - Provide engineering, maintenance, repair, and general services.
  - Provide environmental protection support services.
  - Provide Base Operating Support (BOS) contract administration services.

- Security Services

  - Provide physical security and military working dog services.

- Fire Protection

  - Perform structural and aviation firefighting and aircrew rescue operations.

- Base Transportation

  - Provide transportation operation services including dispatching and snow removal.
  - Provide transportation equipment maintenance and repair services.

Projected Missions for FY 2001
(ALL OF THE ABOVE PLUS)

- Provide facilities and support at Topsham Annex for MPA reserve command structure - East Coast.

Additional Alternatives

- Provide facilities and support for VQ-2.

- Provide facilities and support for Army helicopter squadrons relocating from European theater.

- Provide facilities and support for MPA reserve forces in New England.

8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

- Survival, Evasion, Rescue and Escape (SERE) Training Facility.
- Special Projects (VPU-1).
- Provide military working dog (explosive) support.
- Weapons and ammunition storage for: Maine Army National Guard, Camp Keyes, Augusta, ME; Bureau of Alcohol, Tobacco and Firearms, Portland, ME; Bath Iron Works, Bath, ME.
- Billeting, food service, ship fueling and warehousing for Supervisor of Shipbuilding, Conversion and Repair, Bath, ME.
- Ship fueling and vehicle support for transient ships in Portland, ME.
- AEGIS Special Operating Area and Range Support for: Supervisor of Shipbuilding, Conversion and Repair, Bath, ME.
- Training and Facility Support for: Naval Mobile Construction Battalion Twenty-Seven, Brunswick, ME; Commander, A Company, 1st Battalion, 25th Marine Div., Topsham, ME.
- Testing Support for Cruise Missile Project operated by Naval Air Warfare Center, aircraft Division, Patuxent River, MD.
- Provide support for state of Maine Land, Air, and Sea Emergency Rescue (LASER).

Projected Unique Missions for FY 2001

- Single-site T-56-14 maintenance and repair facility.

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

• Operational Name COMNAVSHORLANT ~~CINCLANTFLT~~ CTB 2/14/94 N4421A1	UIC 68981 ~~00060~~ CTB 2/14/94 N4421A1
• Funding Source CINCLANTFLT	UIC 00060
COMNAVAIRLANT (AVIATION SUPPORT)	57012

CTB N4421A1 2-14-94

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

10. PERSONNEL NUMBERS: Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	38	533	327
• Tenants (total)	428	2503	175

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	36	548	310
• Tenants (total)	405	1706	186
• Reserves (total)	31	919	0

11. KEY POINTS OF CONTACT (POC): Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

Title/Name	Office	Fax	Home
CAPT Robert L. Rachor, Jr. Commanding Officer	DSN 476-2201 (207) 921-2201	DSN 476-2954 (207) 921-2954	(207) 725-5070
CDR Richard H. Tetrev Executive Officer	DSN 476-2202 (207) 921-2202	DSN 476-2954 (207) 921-2954	(207) 443-3505
CDR David B. Moon Comptroller	DSN 476-2332 (207) 921-2332	DSN 476-2954 (207) 921-2954	(207) 725-7665

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Title/Name	Office	Fax	Home
Mr. Edward Stachowiak, III Financial Manager	DSN 476-2332 (207) 921-2332	DSN 476-2954 (207) 921-2954	(207) 375-4473
Mr. C. R. Carlson Management Engineering Officer	DSN 476-2484 (207) 921-2484	DSN 476-2954 (207) 921-2954	(207) 725-5014

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12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

Tenants residing on main complex (shore commands) R

Tenant Command Name	UIC	Officer	Enlisted	Civilian
FASOTRAGRULANT	0348A	5	71	6
NMCB-27 (Reserves)	08867	0 24	5 725	0 0
NAESU	30860	1	1	17
NAVMEDCLINIC	32615	10	35	24
NAVCOMTELDET	33242	2	50	12
NAVSECGRUDET	35293	1	12	0
CPW-5 TSC	35381	12	48	0
NAVY EXCHANGE	39222	1	3	0
FLTIMAGCENLANT	39358	0	4	0
NAVDENCLINIC	41775	3	8	2
ROICC	44214	4	0	10
PERSUPPDET	43343 R	1	15	13
NCIS	44525	0	0	5
NAVLEGSVOFFDET	45458	3	1	1
NAVSECGRUACT	45485	0	1	0
CPW-5 STAFF	53823	11	23	8
FLEET MARITIME PATROL MOCC	55619	2	10	0

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

• Tenants residing on main complex (shore commands)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
FASOTRAGRULANT	0348A	5	70	6
NMCB-27 (Reserves)	08867	3 24	2 725	0 0
NAESU	30860	1	1	17
NAVMEDCLINIC	32615	10	35	24
NAVCOMTELDET	33242	2	50	12
NAVSECGRUDET	35293	1	12	0
CPW-5 TSC	35381	12	48	0
NAVY EXCHANGE	39222	1	3	0
FLTIMAGCENLANT	39358	0	4	0
NAVDENCLINIC	41775	3	8	2
ROICC	44214	4	0	10
PERSUPPDET	44343	1	15	13
NCIS	44525	0	0	5
NAVLEGSVOFFDET	45458	3	1	1
NAVSECGRUACT	45485	0	1	0
CPW-5 STAFF	53823	11	23	8
FLEET MARITIME PATROL MOCC	55619	2	10	0

Data Call 1: General Installation Information, continued
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Tenant Command Name	UIC	Officer	Enlisted	Civilian
NETPMSA	68322	0	0	2
NLMOF	66458	1	22	3
CPW-5 SPINTCOMM	66848	0	2	0
HRO GROTON (BRUNSWICK BR)	68570	0	0	10
DIS	HS11BX	0	0	9
DRMO	SX1021	0	0	6

* personnel numbers reported by parent command in Groton. There is no separate UIC for the Brunswick satellite office.

• Tenants residing on main complex (homeported units.)

Tenant Command Name	UIC	Officer	Enlisted	Civilian
VP-23	09043	59	241	0
VP-11	09367	59	241	0
VP-26	09610	59	241	0
VP-10	09639	60	248	0
VP-8	09661	60	248	0
VPU-1 SPECIAL PROJECTS	53869	23	118	0

• Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
COMRESPATWINGLANT DET	39047	Topsham Annex	1	2	2
NAVY RESERVE RECRUITER	44768	Topsham Annex	0	2	0

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
DECA (COMMISSARY)	48876	Topsham Annex	0	4	36
COMNAVAVNACTS	63981	Topsham Annex	16	17	2
4TH MARINE DIV ACTIVE (Reserves)	80251	Topsham Annex	1 7	8 189	0 0
USAMEDDAC (VET)	W1U534	Topsham Annex	1	5	1
US ARMY RECRUITING BATTALION (Reserves)	W14GRH	Topsham Annex	6 0	24 5	17 0

• Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
None					

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Maine Army National Guard	Camp Keyes, Augusta, ME	Storage; Weapons and Ammunition - ISSA; Family Services Support
Air National Guard	Camp Keys, Augusta, ME	Household Goods entitlements counselling, scheduling of pickup and delivery; contract administration for Main Area of Responsibility - NAVSUP MOU
Bureau of Alcohol, Tobacco, and Firearms	Portland, ME	Storage; Explosive Evidence - ISSA
Explosive Ordnance Disposal, Det Newport	Newport, RI	Storage; Weapons and Ammunition, Training Range - ISSA

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Supervisor of Shipbuilding	Bath, ME	Storage, Shipment, Receipt, Issue; Weapons and Ammunition - ISSA; Launch facility TACAIR assets operation in support of ship trials AEGIS Support, Micro-Miniature (2M) Repair/Recertification MOU Family Services Support Screening/Treatment/Counseling /Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating Material handling, storage and issue (SERVMART and general supplies) - ISSA Berthing and messing for crews of ships being built at Bath Iron Works - ISSA Provide family housing for Supships staff Group household goods and privately owned vehicle moves for crews of ships moving to newly assigned homeports - ISSA
Bath Shipyard & Ships Assigned	Bath, ME	Military Working Dog Teams

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Ships in Bath and Portland (generally five)	Bath & Portland, ME	Full Family Services to Active Duty, Dependents, and Housing Full MWR services to Active Duty & Dependents
Local & State Law Enforcement Agencies	50 Mile Radius of Brunswick, ME	Military Working Dog Teams, Classrooms, Training, Facilities, i.e. - Pistol Range, Emergency Vehicle Operator Course, SWAT, K-9
Cutler, NAVCOMMU	East Machias, ME	Military Working Dog Teams, Auxiliary Security Force Training
Naval Security Group Activity (NSGA)	Winter Harbor, ME	Military Working Dog Teams, Auxiliary Security Force Training Full Information/Referral Services/Full Family Services to TAD Personnel, Ombudsman Training, Command Consultation, Occasional Trips by FSC Personnel to Provide Training and Services Screening/Treatment/Counseling /Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating
Portsmouth Naval Shipyard & Ships Assigned	Portsmouth , NH	Military Working Dog Teams, Auxiliary Security Force Training

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Naval Shipyard	Portsmouth, NH	Screening/Treatment/Counseling/Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating
Bowdoin College	Brunswick, ME	Various Police Training, Military Working Dog Teams via Brunswick, P.D. (Bomb/Suspicious Package)
Naval Reserve Center	Augusta, ME	Issue Vehicle Decals
U.S. Customs, U.S. Postal Services & DEA	ME & NY	Military Working Dog Teams
NAVCOMTELSTA	Cutler, ME	Full Information/Referral Services/Full Family Services to TAD Personnel, Ombudsman Training, Command Consultation, Occasional Trips by FSC Personnel to Provide Training and Services Screening/Treatment/Counseling/Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating METCAL Calibration Support
DOL	ME	Co-Facilitate TAP Seminar - MOU
DVA	ME	Co-Facilitate TAP Seminar - MOU

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
8000 Military Retirees	ME, NH, & VT	Full Family Services for Active Duty and Dependents; Retired Seminar
Drilling Reservists	ME	Full Family Services
Maine Maritime Academy	Castine, ME	Welcome Aboard Packets; Information/Referral
Area School Departments	Brunswick, Bath, Topsham, & Lisbon, ME	Educational Programs Including Suicide Prevention, Family Separation; Counseling Liaison
Naval Air Warfare Center	Warminster, PA	Inter-IMA Support MOU
Naval Air Warfare Center Aircraft Division	Patuxent River, MD	Inter-IMA Support
Naval Air Station	South Weymouth, MA	Inter-IMA Support MOU
Naval Air Station	Jacksonville, FL	Inter-IMA Support
Naval Air Station	Norfolk, VA	Inter-IMA Support
Naval Air Station	Rota, Spain	Inter-IMA Support
Naval Air Station	Sigonella, Italy	Inter-IMA Support
Naval Air Station	Keflavik, Iceland	Inter-IMA Support
Naval Air Facility	Willow Grove, PA	Inter-IMA Support
Aviation Supply Office	Philadelphia, PA	RD-319/AYA-8 Only Navy Depot Repair Facility. NAVAIR Approved.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Naval Air Systems Command	U.S. East Coast	APS-137 ISAR Repair Site
USCG Station	Portland, ME	METCAL Calibration Support
USCG Station	Caribou, ME	METCAL Calibration Support
Mobile Diving Salvage Unit (MDSU)	Portland, ME	METCAL Calibration Support
NAVSEASYSCOM FCA, Bath Iron Works	Bath, ME	METCAL Calibration Support
Naval Security Agency	Ft. Meade, MD	Cryptological Repair Facility Regional Support
Naval Electronics Security Systems Engineering Center	Washington, DC	Cryptological Repair Facility Regional Support
NAVFAC	Argentia, NewfoundlandCanada	Screening/Treatment/Counseling/Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating
Coast Guard	Boston, MA	Screening/Treatment/Counseling/Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Coast Guard	S. Portland, ME	Screening/Treatment/Counseling /Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating
U.S. Coast Guard	Coast of ME & NH	Full Family Services to Active Duty and Dependents, Ombudsman Training, Family Advocacy
National Guard	Augusta, ME	Screening/Treatment/Counseling /Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating
Naval Reserves	Portland, ME	Screening/Treatment/Counseling /Education/Referral Services for Active, Retired, Family Members, and DOD Employees on Substance Abuse, Weight Control, and Compulsive Overeating Full MWR Services to Naval Reserves
Bath/Brunswick Chamber of Commerce	Brunswick, ME	MWR provides meeting space facilities.
Navy League	Brunswick, ME	MWR provides meeting space facilities.
American Association of Retired Persons	Brunswick, ME	MWR provides meeting space facilities.
Military Retirees	ME, NH, & VT	Full MWR services to Retirees

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Naval Reserve Center	Augusta, ME	Full MWR Services to Naval Reserves
Resource Development Center	Brunswick, ME	MWR Provides Child Development Co-operative Training Resource
Brunswick School Dept.	Brunswick, ME	MWR Provides Child Development Special Needs Cooperative Training
Spurwink Network	Brunswick, ME	MWR provides prescribed therapy to children who are in both the Spurwink Network and the Child Development Center
State of Maine, Dept. of Human Services	Augusta, ME	MWR provides emergency childcare services
Independence Association	Brunswick, ME	MWR Child Development Services provides emergency respite care
Town of Brunswick Recreation Dept	Brunswick, ME	MWR provides cooperative women's softball league, fields, and officials
Boy Scouts of America	Brunswick, ME	MWR provides space, tents, and trailers for jamborees
Youth of America of Bath/Brunswick	Brunswick, ME	MWR hosts bowling tournaments
American Red Cross	Brunswick, ME	MWR provides meeting space and approximately 1,000 units of blood annually through blood drives
Kidney Foundation of Maine	Portland, ME	MWR provides meeeting space

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
First Coast Guard District	Boston, MA	Household Goods entitlements counselling, scheduling of pickup and delivery; contract administration for Main Area of Responsibility - NAVSUP-CG MOU
Fleet Aviation Support Office, Training Group, Atlantic	Rangeley, ME	Source provisions and financial recordskeeper for Branch Mess - MOU
Beech Aerospace, Inc. (BASI)	NAS Brunswick, ME	C-12 Maintenance
State of Maine Agencies	State of Maine	NAS Brunswick owns the only all-weather maritime Search and Rescue (SAR) helicopters (2) in the state of Maine (24-hour operation). (Currently, the next closest over-water SAR helo is located at CGAS Cape Cod, MA. This helo and its crews are fully trained to handle any SAR or Medevac mission over land or water and frequently provide services to state agencies.
State of Maine Department of Marine Resources	Augusta, ME	Hangar and flight operations support.

Data Call 1: General Installation Information, continued
Activity: 60087 NAS Brunswick ME

14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

- Local Area Map. This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

- Installation Map / Activity Map / Base Map / General Development Map / Site Map. Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

- Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

- Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

— LOCAL AREA MAP PROVIDED
— INSTALLATION/ACTIVITY/BASE/GENERAL DEVELOPMENT/SITE MAPS PROVIDED
— AERIAL PHOTOS PROVIDED
— AICUZ MAPS PROVIDED

GB
N4421A1
2/14/94

NAS BRUNSWICK ME
UIC: 60087
CTB
2/14/94
N4421A1

Data Call 1: General Installation Information

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

2 February 1994
Date

NAS Brunswick, Maine
Activity

Data Call 1: General Installation Information Activity: 60087 NAS Brunswick ME

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

E. B. DARSEY
NAME (Please type or print)

EBDarsey
Signature

CAPTAIN, U.S. NAVY
Title

2 Feb 94
Date

COMNAVAVNACTS BRUNSWICK
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

K. F. DELANEY
NAME (Please type or print)

Kevin F Delaney
Signature

REAR ADMIRAL, U.S. NAVY
Title

3/31/94
Date

Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

ADMIRAL, U.S. NAVY
Title

2/15/94
Date

Commander In Chief
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

NAME (Please type or print)

Signature

Title

Date

Through administrative error, COMNAVSHORLANT certification obtained after CINCLANTFLT certification.

Data Call 1: General Installation Information Activity: 60087 NAS Brunswick ME

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

E. B. DARSEY
NAME (Please type or print)

EB Darsey
Signature

CAPTAIN, U.S. NAVY
Title

2 Feb 94
Date

COMNAVAVNACTS BRUNSWICK
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

ADMIRAL, U.S. NAVY
Title

2/15/94
Date

Commander In Chief
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

S. F. Loftus
NAME (Please type or print)

Signature

Vice Admiral, U.S. Navy
Deputy Chief of Naval
Operations (Logistics)
Title

17 FEB 1994
Date

NAVAL AIR STATION BRUNSWICK UIC N60087
DATA CALL ONE REVISED PGS 2, 3, 13

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine Jr.
Signature

Captain
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

8/12/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.
NAME (Please type or print)

H. W. Gehman Jr.
Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

J. B. Greene Jr.
Signature

ACTING
Title

18 AUG 1994
Date

Data Call 1 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. H. TETREV
NAME (Please type or print)

R. H. Tetrev
Signature

Acting Commanding Officer
Title

13 Jul 94
Date

NAS Brunswick, ME
Activity

Document Separator

1

MILITARY VALUE ANALYSIS:
DATA CALL 38 WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION: NAS BRUNSWICK, MAINE - N60087

Category ..... Operational Support
Sub-category ..... Operational and Reserve Air Stations
Types ..... Navy and Marine Corps Operational and Reserve Air Stations and Facilities

Maps w/ original
Data Call

Data for Military Value Analysis

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Support of transient aircraft 1
Training ranges, outlying and auxiliary fields, and airspace 2
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Mission Requirements

1. List the types and number of transient aircraft/detachments supported at this air station during FY 93 and describe the training and/or military missions conducted by these aircraft while stationed here. If supporting transient aircraft/detachments is a major mission, attach detailed schedules for the 1st & 2nd quarters FY 94.

Table 1.1 Transient Aircraft

Types of Aircraft/Unit. Name/T/M/S	Description of Frequency, Quantity and Primary Mission
AEGIS-2 F-14/ A-6/H-3/E-2/ H-60/2-LEARJET	3 to 5 times per year, 6 day duration/primary mission is to provide ship combat systems testing for SUPSHIP Bath.
TOMAHAWK-2 F-14/2 F-18/P-3/ E-2	1 to 2 times per year, 7 day duration/primary mission is to support TOMAHAWK overland cruise missile testing.
U.S. CUSTOMS-EP-3	3 times per year, 8 day duration. Primary mission is to conduct counternarcotics detection and monitoring operations.
Special Ops-P-3	1 time per year, 7 day duration. Mission: classified.
Various[1]	

[1] Numerous aircraft from all branches of service utilize NAS Brunswick on a consistent basis for pilot and crew training due to the lack of airspace congestion, these include:

- Air Force:

	C-5	(Air Natl Guard) Pilot Training
	KC-135	(ANG) Pilot Training
	C-9	AIREVAC/Medical Transport
	T-37	Pilot Training (Active/Guard)

- Navy: C-130 Logistics Support/Customs
  C-9 Logistics Support/Customs
  C-12 Logistics Support
  P-3 Customs
  Various jet aircraft-emergency divert/TRANSLANT

- Marine Corps: KC-130 Logistics Support/Customs
  AV-8 Training

- Army: Various National Guard helos (AH-1/AH-60) transit for exercises-Customs.

- Miscellaneous: NATO Maritime Patrol Aircraft - Customs
  NATO Aircraft (fixed wing/helos) - Customs/Reposition
  Commercial Aircraft-Logistics Support

2.a. List the training ranges (including land areas used for tactical or infantry training), outlying airfields, auxiliary airfields and airspace that are actively managed (scheduled or controlled) by the air station.

Table 2.1 Training Management

Managed Training Assets	Management Role
Redington Training Facility (RTF)	Overall Operational Manager (FASO)
Small Point Mining Range	Scheduling Authority
COLE Area	Scheduling Authority
W-102/3/4 A, B, C	Scheduling Authority
[1]CONDOR MOA	Scheduling Authority

[1]CPW-5 could act as scheduling authority for additional airspace.

2.b. List other candidate installations (DoD and non-DoD) that could be considered for performing these management duties.

Table 2.2 Other Installations

Installation	Agency	Reason for Consideration
Redington Training Facility (RTF)	CINCLANTFLT	FASO RTF is used for Level "C" Code of Conduct training for Atlantic Fleet Personnel, making CLF the logical choice for management duties; CNAL is also a candidate.
FACSFAC-VACAPES	CNAL	Current Controlling Authority for warning areas south of Massachusetts.

General Military Support

3.a. Does this air station directly support a military or civilian area control and surveillance mission (i.e., FACSFAC, FAA support)? If so, provide details of your level of support.

NAS Brunswick operates a full military terminal radar approach control (TRACON) and control tower in support of USN and FAA missions. The TRACON includes approximately 3,200 square miles of airspace from the surface to 10,000 feet. Within this area lie five uncontrolled (no tower) civil airports with full instrument approach procedures plus numerous other uncontrolled VFR airports. For NAS Brunswick, surveillance and precision approach radars maintain operations along with four non-radar instrument approach procedures into the air station. A combination of ILS, VOR, and/or ADF approaches support the uncontrolled instrument airports. Local metropolitan airports outside the NAS Brunswick area include Portland and Bangor (controlled airports with class "C" airspace). The nearest class "B" airspace is at Boston's Logan airport.

3.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

It is expected to decrease. Two of the five civil airports controlled by NAS Brunswick approach control will be assumed by Portland FAA mid-year CY95 (Augusta State and Waterville airports).

3.c. List all other installations (DoD and Non-DoD) that could potentially support this mission.

With increased equipment, financing, staffing and training, Portland FAA could potentially support all civil airfields and coincidental airspace now controlled by NAS Brunswick approach control. Control for NAS Brunswick airfield, however, could not be assumed by the FAA.

4.a. Describe the role this air station plays in the Logistics Support and Mobilization Plan (LSMP)?

To maintain and operate facilities and provide services and material to support operations of aviation activities and units of the Operating Forces of the Navy and other activities and units, as designated by the Chief of Naval Operations.

The operational mission of NAS Brunswick remains basically the same during a contingency or wartime operation. In general, in order to support the CINCLANTFLT General War Plan, it will be necessary for NAS Brunswick to assist the rapid deployment of local aircraft squadrons as well as receive and support incoming aircraft, material and personnel.

The CINCLANTFLT LSMP is currently based upon a prolonged, global, war rather than two major regional conflicts.

4.b. Over the foreseeable future, is this mission requirement expected to decrease, increase, or remain the same?

The definition of "threat" in the LSMP does not support two Major Regional Conflicts (MRC). If the LSMP is changed, this mission may change accordingly.

4.c.List all other installations (DoD and Non-DoD) that could potentially support this mission.

We have insufficient data available to respond accurately to the question.

5. List any other military support missions currently conducted at/from this air station (i.e., port of embarkation for USMC personnel).

Activities that mobilize from the station are:

- COMPATWING FIVE squadrons (4 squadrons FY 95)
- FMP MOCC Brunswick
- Reserve NMCB 27

6. Are any new military missions planned for this air station?

None.

7.a. List all ground combat or special operations units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.1 Ground Combat or Special Operations Units

Ground Unit	Training Function / Facilities Used
Seals and Marines	All Atlantic based Seal teams and STDV units are trained at FASO RTF. All Atlantic based Marine RECON, intelligence and aviation activities use FASO RTF.
U.S. Army/NASA	Conducted Battlefield Laser Acquisition Sensor Test (BLAST) for Shuttle mission STS-53/airfield.
FAA	Conducted cold weather aircraft friction testing/runway.

7.b. List all other operational units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.2 Other Units

Operational Unit	Training Function / Facilities Used
All East Coast (CLF/CNAL) (Marines)	Aviation activities use FASO schools for SERE training.

R

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
265 Combat Communications Squadron (Maine Air National Guard) [1]	Utilize airfield for preparation and execution of annual readiness inspection.

R

[1] Numerous aircraft from all branches of service utilize NAS Brunswick on a consistent basis for pilot and crew training due to the lack of airspace congestion, these include: R

- Air Force
  - C-5 (Air Natl Guard) Pilot Training
  - KC-135 (ANG) Pilot Training R
  - C-9 AIREVAC/Medical Transport
  - T-37 Pilot Training (Active/Guard)
- Navy:
  - C-130 Logistics Support/Customs
  - C-9 Logistics Support/Customs R
  - C-12 Logistics Support
  - P-3 Customs
- Army: Various National Guard helos (AH-1/AH-60) transit for exercises-Customs R
- Miscellaneous:
  - NATO Maritime Patrol Aircraft - Customs
  - NATO Aircraft (fixed wing/helos) - Customs/Reposition R
  - Commercial Aircraft - Logistics Support

Brunswick provides support to Supervisor of Shipbuilding (SUPSHIPS), Bath, ME, and precommissioning units at Bath Iron Works (BIW) through an InterService Support Agreement (ISSA). At any point in time, services are provided to the SUPSHIPS organization and 3 to 6 ships and their crews. Services include: R

a. Berthing for crews of ships being built or overhauled at BIW. Services include operation, maintenance and repair for bachelor quarters; grounds maintenance; fire protection and utilities services; laundry; trash collection; related safety and health services. R

b. Messing for crews of ships being built or overhauled at BIW. Services include full operation, maintenance and management of messing facilities including all related facilities and supply support. R

c. Motor Vehicles. Services include petroleum products for SUPSHIPS vehicles and vehicle rentals. R

d. Common Support. Services include all range of MWR functions plus exchange, commissary, PSD, medical, dental, chaplain, family services, child care, and counseling and assistance (CAAC) to active duty and dependents. R

e. Family Housing. Full family housing services including operation, maintenance, repair, and management of family housing assets and housing referral services. R

f. Group household goods and privately owned vehicle moves for crews of ships moving to newly assigned homeports. R

g. Education. Services include Navy Campus and on-base educational services. R

h. Weapons platform support. Full range support provided for Aegis weapons systems on ships, including storage, shipment, receipt, and issue of weapons and ammunition. R

i. Launch facility TACAIR assets operation in support of ship trials. R

j. GEMD support for AEGIS Micro-Miniature (2M) repair/recertification MOU. R

k. Material handling, storage and issue (SERVMART and general supplies). R

l. Military working dog support. R

7.c. List all Joint (non-DON) units (not previously mentioned in your Capacity Data Call) that train at, operate from, or mobilize to this air station.

Table 7.3 Joint Units

Operational Unit	Training Function / Facilities Used
265 Combat Communications Squadron (Maine Air National Guard)	Utilize airfield for preparation and execution of annual readiness inspection.
Various[1]	

[1] Non-DON units were previously listed in Data Call 16, question 5.c. (See also question 1 above.)

8. Does the air station or its tenants have any requirements to support training of other Navy and Marine Corps forces or non-DON Joint forces (e.g., ground force training, battle group exercise, etc.)

Table 8.1 Forces Supported

Forces	Location / Distance	Type of Support	Frequency
U.S. Customs Service	Corpus Christi, TX.	Flight simulator training.	Monthly or as required
VX-1	Patuxent River, MD.	Flight/Tactics simulators.	Monthly or as required
Reserve VP	Willow Grove, PA.	Flight/Tactics simulators.	Weekly
Reserve VP	S. Weymouth, MA.	Flight/Tactics simulators.	Weekly
NAS Bermuda/ Keflavik	Bermuda/Keflavik	Flight/Tactics simulators.	Quarterly
Foreign Military Sales	N/A	Flight/Tactics simulators.	Semi-annual
NAWCAD	Warminster, PA.	Flight/Tactics simulators.	Semi-annual
NRL	Washington, D.C.	Flight/Tactics simulators.	Annual

9.a. Does the air station have a role in a disaster assistance plan, search, and rescue or local evacuation plan? If so, describe.

- Commanding Officer, NAS Brunswick is the Destructive Weather Coordinator for Maine, New Hampshire and Vermont and the Aircraft Hurricane Evacuation Zone Commander for Southern Maine (Zone November). Additionally, the base has two HH-1N Search and Rescue (SAR) helicopters for Patrol Wing FIVE SAR as well as to assist Coast Guard and local state law enforcement personnel. The air station does not have a role in the local evacuation plan.

- NAS has a Disaster Assistance Plan and conducts a drill with the Bath/Brunswick area community, yearly. Family Service Center has a part in disaster assistance and in the yearly drill.

- The Branch Medical Clinic aboard NAS Brunswick would play a small but specific supporting role in a regional disaster scenario. Its unique contribution to local disaster response is: its two four-wheel drive field ambulances; its four prepacked medical supply disaster boxes, each designed to treat 10 casualties; and approximately 25 EMT certified hospital corpsmen capable of providing first aid at the disaster site. The Branch Clinic participates annually with the three community hospitals in the region to drill this capability. The Clinic facility itself does not have emergency capability and its function in the annual drills is providing first aid for the walking wounded.

9.b. Does the air station provide any direct meteorological support to local civilian, governmental or military agencies? If so, describe.

- An NAS Brunswick tenant command, the Naval Atlantic Meteorology and Oceanography Facility (NAVLANTMETOCFAC) and its subordinate detachments provide tailored meteorological and oceanographic (METOC) support to Department of Defense and NATO activities throughout the northeastern United States (including active and reserve squadrons and ground activities, civilian contractors, new ships undergoing sea trials, ships in overhaul, COMPATWING FIVE operations and planning, etc.).

- NAVLANTMETOCFAC Brunswick provides METOC services to all attached units and transients (including Navy, Marine Corps, Air Force, Army, Coast Guard, NATO, FAA, NASA, and state government aircraft). Meteorological services include, but are not limited to, Search and Rescue forecasting, providing tailored safety of flight forecasts and severe weather warnings for specific DOD sites, hurricane tracking, and recommending Hurricane Conditions of Readiness and Hurrevac Conditions. METOC services are also routinely provided to Air National Guard Units in New Hampshire and Maine, Coast Guard aviation squadrons at OTIS ANGB, MA, and Army aircraft at NAWC AD Lakehurst, NJ.

- NAVLANTMETOCFAC provides Maritime Patrol Aircraft with current and forecast METOC conditions for the North and Western Atlantic. Pre-deployment briefs detailing METOC information for the Caribbean and Mediterranean are also provided. Support for all regions includes both littoral and open ocean forecasting.

■ NAVLANTMETOCFAC provides Sub-Regional Forecast services for DOD units and transients operating from northeastern region Naval bases that do not have local METOC support facilities, and for NAS South Weymouth, MA and NAS Willow Grove, PA after normal working hours.

■ As a meteorological observation site, NAVLANTMETOCFAC provides data used in National Weather Service, Air Force Weather Service and Naval Meteorology and Oceanography Command products and services.

10.a. Does this air station currently have any special non-DoD or civilian support missions (i.e., counter-drug, scientific support)? If so, describe.

■ U.S. Customs EP-3 aircraft operate detachments from the base approximately three times per year.

■ Conduct on a Not-to-Interfere Basis (NIB) U. S. Coast Guard support for:
- Counter drug operations
- Alien Migration Interdiction Operation (AMIO)
- Driftnet fishing enforcement

■ U.S. Army/NASA: Conducted Battlefield Laser Acquisition Sensor Test (BLAST) for Shuttle mission STS-53.

■ FAA: Conducted cold weather aircraft friction testing.

10.b. If applicable, give the type and number of aircraft based at your air station that conduct these operations (10.a.) and the total number of sorties flown during FY 1993 in support of these operations.

Table 10.1 Support Operations

Aircraft Type	Number of Aircraft	# Sorties Flown in FY 1993
EP-3	3	Approx 9 (3 per det)
P-3C	40	200 sorties/601 hours

10.c. If applicable, list the facilities, special equipment (e.g., radar surveillance systems) and personnel at your air station that directly support these operations.

Table 10.2 Supporting Equipment

Equipment/Facility /Personnel	Function
Patrol Wing FIVE personnel	Complete required corrective maintenance on aircraft
TSC (Tactical Support Center)	Brief/Debrief/Safety of flight/Mission update

11. Are any new civilian or other non-DoD missions planned for this air station? If so, describe.

None.

Facilities

Air Space and Flight Training Areas

12. List all areas for special use routinely used by aviation units or squadrons assigned to your air station. For each piece of airspace, provide the following data:

Airspace Designator: AUTEC, UTR.

a. Airspace type. **Underwater test range.**

b. Dimensions. **1,000 SqNM x SURF-UNLIM**

c. Distance from main airfield. **1,220 NM.**

d. Time enroute from main airfield. **3.7 Hrs.**

e. Controlling agency. **NAVUNSEAWARCEN DET AUTEC West Palm Beach, FL.**

f. Scheduling agency. **NAVUNSEAWARCEN DET AUTEC West Palm Beach, FL.**

g. Are canned/stereo airways needed to access air space? **No**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **0.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **48.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in fy 93. **4830 Hrs.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **145 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used. By USN/USMC **139 Hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **ASW Torpex.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace Designator: AFWTF (Atlantic Fleet Weapons Training Facility)

a. Airspace type. **Underwater test range.**

b. Dimensions. **225 SqNM x SURF-8,500 Ft.**

c. Distance from main airfield. **1580 NM.**

d. Time enroute from main airfield. **4.8 Hrs.**

e. Controlling agency: **San Juan CERAP (FAA FACILITY).**

f. Scheduling agency. **AFWTF.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **4.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **24.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8,760 Hrs.**

o. Number of scheduled hours in FY 93. **60 Hrs.**

p. Number of hours used. **55 Hrs.**

q. Types of training permitted. **ASW TORPEX, ASUW.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace Designator: Charleston Mining Range:W-134, W-132

a. Airspace type. **Warning areas.**

b. Dimensions. **2,500 SqNM x SURF-4,500 Ft.**

c. Distance from main airfield. **560 NM.**

d. Time enroute from main airfield. **2.5 Hrs.**

e. Controlling agency. **Jacksonville Center.**

f. Scheduling agency. **FACSFAC Jacksonville.**

g. Are canned/stereo airways needed to access air space? **No**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **0.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **20.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **75 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used.
-By USN/USMC **70 hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **Aerial Mine Warfare.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace designator: Cherry Point OPAREA:W-110, W-122 A-J, W-177

a. Airspace type. **Warning areas.**

b. Dimensions. **35,000 SqNM x SURF-UNLIM.**

c. Distance from main airfield. **556 NM.**

d. Time enroute from main airfield. **2.5 Hrs.**

e. Controlling agency. **Washington Center.**

f. Scheduling agency. **FACSFAC VACAPES.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **0.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **76.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 13 areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **310 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used.
-By USN/USMC **292 hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **ASW/ASUW/SURV/RECON/FLTEX.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace designator: Cole areas

a. Airspace type. **Letter of agreement trng area.**

b. Dimensions. **Cole areas:10,550 SqNM x SURF-17,000 Ft.**

c. Distance from main airfield. **34 NM.**

d. Time enroute from main airfield. **.3 Hrs.**

e. Controlling agency. **Boston Center.**

f. Scheduling agency. **CPW-5.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **1.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in fy 93 by USN/USCM. **383.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in fy 93. **4,380 Hrs in each of 4 cole areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **1,229 Hrs.**
-By other services (including reserves). **482 Hrs.**

p. Number of hours used.
-By USN/USMC **1,208 Hrs.**
-By other services (including reserves). **471 Hrs.**

q. Types of training permitted. **Pilot, NFO, AIRCREW training/ASW/ASUW.**

r. Is the training within this airspace affected by enviromental issues. **No.**

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

Airspace designator: W-102, W-103, W-104A, B, C

a. Airspace type. **Warning area.**

b. Dimensions. **7,575 SqNM x SURF-UNLIM.**

c. Distance from main airfield. **34 NM.**

d. Time enroute from main airfield. **.3 Hrs.**

e. Controlling agency. **Boston Center.**

f. Scheduling agency. **CPW-5.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **1.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in fy 93 by USN/USCM. **295.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in fy 93. **8,760 Hrs in each of 5 Warning areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **946 Hrs.**
-By other services (including reserves). **118 Hrs.**

p. Number of hours used.
-By USN/USMC **925 Hrs.**
-By other services (including reserves). **107 Hrs.**

q. Types of training permitted. **Pilot, NFO, AIRCREW training/Weapon Drops/ASW/ASUW/Fighter Intercept/Limited ACM.**

r. Is the training within this airspace affected by enviromental issues. **No.**

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

Airspace designator: CONDOR

a. Airspace type. **MOA.**

b. Dimensions. **3200 SqNM x 7,000-18,000 Ft.**

c. Distance from main airfield. **45 NM.**

d. Time enroute from main airfield. **.3 Hrs.**

e. Controlling agency. **Boston Center.**

f. Scheduling agency. **HUNTRESS.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **1.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **21.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 2 areas.**

o. Number of scheduled hours in FY 93. By USN/USMC **89 hrs.**

p. Number of hours used. By USN/USMC **89 hrs.**

q. Types of training permitted. **SURV/RECON/Pilot, NFO, AIRCREW Trng.**

r. Is the training within this airspace affected by enviromental issues. **No.**

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

Airspace designator: Narraganset Bay Operating Area: W-105, W-106, and IBEX

a. Airspace type. **Warning areas.**

b. Dimensions. **W-105 13,200 SqNM x SURF-50,000 Ft.; W-106 1900 SqNM x SURF-10,000 Ft.; IBEX 17,400 SqNM x SURF-5,500 Ft.**

c. Distance from main airfield. **170 NM.**

d. Time enroute from main airfield. **.6 Hrs.**

e. Controlling agency. **FACSFAC VACAPES.**

f. Scheduling agency. **FACSFAC VACAPES.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **2.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **436.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 12 areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **1750 hrs**
-by other services (including reserves). **100.**

p. Number of hours used. By USN/USMC **1713 hrs**
-by other services (including reserves). **78.9.**

q. Types of training permitted. **ASW/ASUW/Flight testing/ Air Intercept Training/SURV/RECON.**

r. Is the training within this airspace affected by enviromental issues. **No.**

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

Airspace designator: Oceanic Training Areas-Oak Alpha, Oak Bravo, Oak Charlie, Area November and Area RAM

a. Airspace type. **Special Operation area.**

b. Dimensions. **55,500 SqNM x SURF-5,500 Ft.**

c. Distance from main airfield. **300 NM.**

d. Time enroute from main airfield. **1.0 Hrs.**

e. Controlling agency. **Boston Center.**

f. Scheduling agency. **FACSFAC VACAPES.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **0.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **95.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 5 areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **400 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used. By USN/USMC **380 hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **ASW/ASUW/AIRCREW training/RECON/SURV.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace designator: Virgina Capes OPAREAS:W-72A, B, W-108A-C, W-386A-E, W-387A, B

a. Airspace type. **Warning areas.**

b. Dimensions. **28,300 SqNM x SURF-UNLIM.**

c. Distance from main airfield. **420 NM.**

d. Time enroute from main airfield. **1.5 Hrs.**

e. Controlling agency. **Washington Center.**

f. Scheduling agency. **FACSFAC VACAPES.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **0.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **1.**

l. Number of sorties flown in FY 93 by USN/USMC. **136.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 12 areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **565 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used. By USN/USMC **544 hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **ASW/ASUW/FLTEX Support.**

r. Is the training within this airspace affected by enviromental issues. **No.**

Airspace designator: YANKEE[1]

a. Airspace type. **MOA.**

b. Dimensions. **1,800 SqNM x 100 Ft.-18,000 Ft.**

c. Distance from main airfield. **30 NM.**

d. Time enroute from main airfield. **.1 Hrs.**

e. Controlling agency. **Boston Center.**

f. Scheduling agency. **103TFG/DOC.**

g. Are canned/stereo airways needed to access air space? **No.**

h. Is the airspace under radar coverage? **Yes.**

i. Is the airspace under communications coverage? **Yes.**

j. Number of low level airways (below 18,000 ft.) That bisect airspace. **1.**

k. Number of high altitude airways (above 18,000 ft.) That bisect airspace. **0.**

l. Number of sorties flown in FY 93 by USN/USMC. **1000.**

m. Percent of sorties cancelled due to weather. **0.**

n. Number of available hours in FY 93. **8760 Hrs in each of 2 areas.**

o. Number of scheduled hours in FY 93.
-By USN/USMC **0 hrs.**
-By other services (including reserves). **Unk.**

p. Number of hours used. By USN/USMC **0 hrs.**
-By other services (including reserves). **Unk.**

q. Types of training permitted. **No limitations.**

r. Is the training within this airspace affected by enviromental issues. **No.**

[1] YANKEE is not routinely used by aircraft assigned to NAS Brunswick. Additionally, 19 low level training routes are within 250NM of NAS Brunswick which are not routinely used but offer excellent training to AV-8s and Air National Guard F-16s.

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

13. List all the air-to-ground training ranges routinely used by aviation units or squadrons assigned to your air station. For each range, provide the following data:

Range Name: AFWTF (Atlantic Fleet Weapons Training Facility)

a. Location: **Puerto Rico, adjacent islands, The U.S. Virgin Islands, and adjacent waters.**

b. Distance from main airfield: **1580 NM.**

c. Time enroute from main airfield: **4.8 hours.**

d. Controlling agency: **San Juan CERAP (FAA FACILITY).**

e. Scheduling agency: **AFWTF**

f. Are canned/stereo airways needed to access air space? **No.**

g. Is the airspace under radar coverage? **Yes.**

h. Is the airspace under communications coverage? **Yes.**

i. Number of low level airways (below 18,000 ft) that bisect airspace. **4.**

j. Number of high altitude airways (above 18,000 ft) that bisect airspace. **0.**

k. Number of sorties flown in FY 1993. **24.**

l. Percent of sorties cancelled due to weather. **0.**

m. Number of available hours in FY 1993. **8,760 Hrs.**

n. Number of scheduled hours in FY 1993. **60 Hrs.**

o. Number of hours used. **55 Hrs.**

p. Types of training permitted. **ASW TORPEX, ASUW.**

q. Is the training within this airspace impeded by environmental issues? **No.**

Range Name: AUTEC

a. Location: **Andros Island, Bahamas**

b. Distance from main airfield: **1220 NM.**

c. Time enroute from main airfield: **3.7 Hrs.**

d. Controlling agency: **NAVUNSEAWARCEN DET AUTEC West Palm Beach, FL.**

e. Scheduling agency: **NAVUNSEAWARCEN DET AUTEC West Palm Beach, FL.**

f. Are canned/stereo airways needed to access air space? **No.**

g. Is the airspace under radar coverage? **Yes.**

h. Is the airspace under communications coverage? **Yes.**

i. Number of low level airways (below 18,000 ft) that bisect airspace. **0.**

j. Number of high altitude airways (above 18,000 ft) that bisect airspace. **0.**

k. Number of sorties flown in FY 1993. **48.**

l. Percent of sorties cancelled due to weather. **0.**

m. Number of available hours in FY 1993. **4830 Hrs.**

n. Number of scheduled hours in FY 1993. **145 Hrs.**

o. Number of hours used. **139 Hrs.**

p. Types of training permitted. **ASW TORPEX.**

q. Is the training within this airspace impeded by environmental issues? **No.**

Range Name: Charleston Mining Range

a. Location: **Charleston, South Carolina coastal waters.**

b. Distance from main airfield: **560 NM.**

c. Time enroute from main airfield: **2.5 Hrs.**

d. Controlling agency: **Jacksonville Center.**

e. Scheduling agency: **FACSFAC Jacksonville.**

f. Are canned/stereo airways needed to access air space? **No.**

g. Is the airspace under radar coverage? **Yes.**

h. Is the airspace under communications coverage? **Yes.**

i. Number of low level airways (below 18,000 ft) that bisect airspace. **0.**

j. Number of high altitude airways (above 18,000 ft) that bisect airspace. **0.**

k. Number of sorties flown in FY 1993. **20.**

l. Percent of sorties cancelled due to weather. **0.**

m. Number of available hours in FY 1993. **8760 Hrs.**

n. Number of scheduled hours in FY 1993. **75 Hrs.**

o. Number of hours used. **70 Hrs.**

p. Types of training permitted. **Aerial Mine Warfare.**

q. Is the training within this airspace impeded by environmental issues? **No.**

Range Name: Small Point Mining Range

a. Location: **Naval Air Station Brunswick, ME. 10 NM circle centered at 4340N/6948W.**

b. Distance from main airfield: **20 NM.**

c. Time enroute from main airfield: **.1 Hrs.**

d. Controlling agency: **NAS Brunswick Approach Control.**

e. Scheduling agency: **Commander, Patrol Wing Five.**

f. Are canned/stereo airways needed to access air space? **No.**

g. Is the airspace under radar coverage? **Yes.**

h. Is the airspace under communications coverage? **Yes.**

i. Number of low level airways (below 18,000 ft) that bisect airspace. **0.**

j. Number of high altitude airways (above 18,000 ft) that bisect airspace. **0.**

k. Number of sorties flown in FY 1993. **150.**

l. Percent of sorties cancelled due to weather. **0.**

m. Number of available hours in FY 1993. **4380 Hrs.**

n. Number of scheduled hours in FY 1993. **950 Hrs.**

o. Number of hours used. **900 Hrs.**

p. Types of training permitted. **Aerial Mine Warfare.**

q. Is the training within this airspace impeded by environmental issues? **No.**

NOTE: See attached NAS Brunswick Auxiliary Airfields and Airspace brief package.

14. Is land and/or air encroachment an issue which endangers long term availability of any training areas? If so, provide details.

None known.

15. Is the SUA/airspace for special use routinely used by aviation units or squadrons assigned to your air station sufficient to satisfy the air-to-air training, air-to-ground training and low level training missions of units assigned to the air station? Explain the nature and magnitude of any shortfalls.

- Yes, NAS Brunswick has an abundance of SUA available within 170NM (40 MIN FLT TIME). Other DOD users include Air Force, Coast Guard and Air National Guard units from Vermont, Massachusetts and Connecticut. Additional SUA (i.e. VACAPES, CHERRY POINT OP area, CHARLESTON MINING RANGE and AUTEC TORPEX RANGE) are used by all east coast MPA squadrons (ACTIVE/RESERVE) regardless of where they are based.

- With the exception of the COLE and CONDOR areas, MPA (Maritime Patrol Aircraft) units will conduct training in all these warning areas regardless of where the MPA assets are homeported.

16. If deployments or detachments to other domestic locations are required to satisfy airspace shortfalls, fill out the following tables:

None required.

Table16.1 Deployment Costs

WHERE	REASON	ANNUAL TAD COSTS ADVERSE WEATHER	ANNUAL TAD COSTS AIRSPACE NOT AVAILABLE	ANNUAL TAD COSTS NO LOCAL RANGE/ OTHER
None Req'd				

Airfields

17. For the main airfield(s) and each auxiliary and outlying field, provide the following data:

Airfield Name: NAS BRUNSWICK, MAINE

a.Location: **43°53.6N/69°56.4W**
b.Distance from main field: **N/A**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **YES**
d.Does the airfield have parallel or dual offset runways? **YES**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NO**
e.Does the airfield have full-length parallel taxiways? **YES**
f.Does the airfield have high speed taxiways? **NO, however the runways are serviced by full length parallel taxiways that permit take-off and landing without back taxiing.**
g.Does the airfield have a crosswind runway? *NO, because crosswinds are not a factor and a crosswind runway is not needed.*
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i.How much capacity is lost? **N/A**
j.What percent of the time do conditions force the crosswind runway to be used? **N/A**
k.Is the airfield equipped to support IFR flight operations? **YES**[1]
l.Is the airfield owned by the navy or leased? **OWNED**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **NONE**
n.Does the air station perimeter road completely encircle the airfield? **YES**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **75%**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **YES**
q.Is lack of fencing a security discrepancy? **NO** NAS Brunswick meets the requirements for the airfield fence.

[1] NAS Brunswick has a FRESNEL lens system for FCLPs. NAS Brunswick offers an ideal environment for cold weather flight training. Base ATC provides RADAR equipment/facilities for SUPSHIP Bath Pre-com Unit Tracking Exercises.

Airfield Name: PEASE INTERNATIONAL TRADE PORT, NEW HAMPSHIRE

a.Location: **43°04.7N/70°49.4W**
b.Distance from main field: **62NM**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **NO**
d.Does the airfield have parallel or dual offset runways? **NO**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NO**
e.Does the airfield have full-length parallel taxiways? **NO**
f.Does the airfield have high speed taxiways? **NO**
g.Does the airfield have a crosswind runway? **NO**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i.How much capacity is lost? **N/A**
j.What percent of the time do conditions force the crosswind runway to be used? **N/A**
k.Is the airfield equipped to support IFR flight operations? **YES**
l.Is the airfield owned by the navy or leased? **N/A**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **NONE**
n.Does the air station perimeter road completely encircle the airfield? **N/A**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **N/A**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **N/A**
q.Is lack of fencing a security discrepancy? **N/A**

Airfield Name: BANGOR INTERNATIONAL AIRPORT, MAINE

a.Location: **44°48.4N/68°49.7W**
b.Distance from main field: **73NM**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **NO**
d.Does the airfield have parallel or dual offset runways? **NO**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NO**
e.Does the airfield have full-length parallel taxiways? **YES**
f.Does the airfield have high speed taxiways? **NO**
g.Does the airfield have a crosswind runway? **NO**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **N/A**
i.How much capacity is lost? **N/A**
j.What percent of the time do conditions force the crosswind runway to be used? **N/A**
k.Is the airfield equipped to support IFR flight operations? **YES**
l.Is the airfield owned by the navy or leased? **N/A**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **NONE**
n.Does the air station perimeter road completely encircle the airfield? **N/A**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **N/A**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **N/A**
q.Is lack of fencing a security discrepancy? **N/A**

Airfield Name: PORTLAND INTERNATIONAL JETPORT, MAINE

a.Location: **43°38.8N/70°18.6W**
b.Distance from main field: **22NM**
c.Does the airfield have more than one runway complex that can conduct independent (i.e., concurrent) flight operations? **YES**
d.Does the airfield have parallel or dual offset runways? **YES**
e.If the airfield has parallel or dual offset runways, do they permit dual IFR flight operations? **NO**
e.Does the airfield have full-length parallel taxiways? **YES**
f.Does the airfield have high speed taxiways? **NO**
g.Does the airfield have a crosswind runway? **YES**
h.If conditions force the use of this runway, does the airfield lose flight ops capacity? **NO**
i.How much capacity is lost? **NONE**
j.What percent of the time do conditions force the crosswind runway to be used? **5%**
k.Is the airfield equipped to support IFR flight operations? **YES**
l.Is the airfield owned by the navy or leased? **N/A**
m.Discuss any runway design features that are specific to particular types of aircraft (e.g., are the airfield facilities designed primarily for helo, prop. or jet train aircraft). **NONE**
n.Does the air station perimeter road completely encircle the airfield? **YES**
o.Is the air station perimeter road 100% paved? If not estimate the percentage paved. **YES**
p.Does the perimeter fence completely enclose the operational areas of the air station? If not, explain why. **YES**
q.Is lack of fencing a security discrepancy? **NO**

18. Are the current airfield descriptions, operations and facilities consistent with the flight information publication (FLIP)? Attach a copy of the latest FLIP chart annotated with any updates.

Yes. See attached information.

R

Facilities
Base Infrastructure and Investment

19. List the project number, description, funding year, and value of the **capital improvements at your base completed (beneficial occupancy) during 1988 to 1994.** Indicate if the capital improvement is a result of BRAC realignments or closures.

NATO has invested over 28 million dollars at NAS Brunswick since the mid 70's. This facility investment has ranged from approach lighting at both ends of the runway to a new hangar and a fully modernized Tactical Support Center (TSC).

Table 19.1 Capital Improvement Expenditure

Project Number	Description	Fund Year	Value
P-993	Child Development Center	89	771K
Local	HAZ Waste Transfer Facility	92	130K
NATO	Weapons Buildup Shop	92	316K
NATO	Ground Support Equipment Shop	92	3,100K
P-304	Aviation Physiology Training Unit	92	1,590K
C10-87	Sand/Salt Shed	92	180K
NATO	Fuel Farm	92	4,200K[1]
Local	Galley	92	477K

[1]This facility is expected to be back in service in the first quarter of FY 95 at a projected cost of $1,400K using NATO funds. This brings the total cost of the facility to $5,600K in NATO funds.

Facilities
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NATO	Ground Support Equipment Shop	92	3,100K
P-304	Aviation Physiology Training Unit	92	1,590K
C10-87	Sand/Salt Shed	92	180K
NATO	Fuel Farm	92	5,600K[1]
Local	Galley	92	477K

[1]This figure includes $4,200K for construction of the JFSI. This facility is currently out of service to correct a design defect in the relief valve system. It is expected to be back in service in the first quarter of FY 95 at a projected cost of $1,400K using NATO funds. This brings the total cost of the facility to $5,600K in NATO funds.

20.a. List the project number, description, funding year, and value of the **non-BRAC related capital improvements** planned for years 1995 through 1997.

Table 20.1 Planned Capital improvements

Project Number	Description	Fund Year	Value ($K)
H-319	Brunswick Gardens Replacement (housing units)	97	23,570
C15-86	Construct 2 Bay Car Wash	94	150
H-211	Mobile Home Spaces	94	612

20.b. List the project number, description, funding year, and value of the **BRAC related capital improvements planned/programmed** for 1995 through 1999.

Table 20.2 **Planned Capital improvements**

Project Number	Description	Fund Year	Value
None			

Personnel Support Facilities

21. Administrative Spaces

21.a. In the following table, indicate the available space (SF), individual workstation (PN), and condition for each facility designated or used for administrative purposes.

Table 21.1 Administrative Support Spaces

Building Type (NAS Proper & Topsham Annex)	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Administrative office (2)	610-10	3,959	20					3,959	20
Administrative office (4)	610-10	14,424	72					14,424	72
Administrative office (8)	610-10			10,052	50			10,052	50
Administrative office (9)	610-10	2,460	12					2,460	12
Administrative office (12)	610-10	13,289	66					13,289	66
Administrative office (16)	610-10			459	2			459	2
Administrative office (20)	610-10	3,069	15					3,069	15
Administrative office (24)	610-10	10,000	50					10,000	50
Administrative office (37)	610-10	2,150	11					2,150	11
Administrative office (87)	610-10	10,476	52					10,476	52
Administrative office (216)	610-10			8427	42			8,427	42
Administrative office (250)	610-10	20,140	101					20,140	101
Administrative office (332) - Topsham Annex	610-10	1,248	6					1,248	6
Administrative office (333) - Topsham Annex	610-10	12,672	63					12,672	63
ADP installations (12)	610-20	6,185	31					6,185	31
Legal services	610-40							-0-	
Admin storage (12)	610-77	880	N/A		N/A		N/A	880	N/A

Building Type (NAS Proper & Topsham Annex)	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Admin storage (222)	610-77	706	4					706	4
Underground administrative office	620-10							-0-	
Underground ADP installation	620-20							-0-	
Underground admin storage	620-77		N/A		N/A		N/A	-0-	N/A
Other	620-7X							-0-	

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

One substandard facility, Building 8, contains the Public Works administrative offices, shops, and storage. This facility was a C3 item on NAS Brunswick's 1993 BASEREP. Special projects C15-93 ($300K), C16-93 ($278K), C17-93 ($242K) are proposed to replace this facility. These projects are unprogrammed.

22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

- NAS Brunswick's administrative facilities are over 50 years old. Although Buildings 12, 20, and 4 have been repaired, these buildings, along with Building 8, should be replaced within the next 10-15 years. MCON P-176, consolidating office facility ($6,500K), should be programmed to replace these facilities. NAS Brunswick has adequate unencumbered real estate to expand the mission beyond its current capabilities.

- The 136 acres and existing facilities and support at Topsham Annex provide an ideal location for a Reserve Training Center or Reserve headquarters building.

- There is currently no excess capacity on NAS Brunswick for expansion of personnel services. However, there are two structures at the Topshom Annex (Bldgs 381 and 383) which are suitable for this function. Their combined floor space is 18,500 SF and would require renovations of approximately $500K to restore them to usable condition. R

Building Type (NAS Proper & Topsham Annex)	NAVFAC (P-80) category code	Adequate		Substandard		Inadequate		Total	
		SF	PN	SF	PN	SF	PN	SF	PN
Admin storage (222)	610-77	706	4					706	4
Underground administrative office	620-10							-0-	
Underground ADP installation	620-20							-0-	
Underground admin storage	620-77		N/A		N/A		N/A	-0-	N/A
Other	620-7X							-0-	

21.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds. Does the deficiency result in a C3 or C4 designation on your baserep?

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22. Describe any administrative support facility limitations. Describe the potential for expansion of the services that administrative support facilities provide.

- NAS Brunswick's administrative facilities are over 50 years old. Although Buildings 12, 20, and 4 have been repaired, these buildings, along with Building 8, should be replaced within the next 10-15 years. MCON P-176, consolidating office facility ($6,500K), should be programmed to replace these facilities. NAS Brunswick has adequate unencumbered real estate to expand the mission beyond its current capabilities.

- The 136 acres and existing facilities and support at Topsham Annex provide an ideal location for a Reserve Training Center or Reserve headquarters building.

23.a. List all specialized training facilities/simulators that are located at or near the air station.

Table 23.1 Specialized Training Facilities/Simulators Onboard/In Vicinity

Type	Purpose and Availability Elsewhere
NALCOMIS	PHASE II and III will be available at FASO DET Brunswick - also available at Norfolk and Jacksonville.
Pool	Water Survival (Durham Leisure Center, 15 miles from NAS Brunswick)
Survival, Escape, Rescue and Evasion (SERE); Cold Weather Environment Survival Training (CWEST); Advanced Evasion (ADVEVA)	Available only at FASO DET Brunswick (East Coast).
2F140 WST	Crew coordination and tactics trainer.
2F87 OFT	Flight simulator.
14B44 DIFAR	P-3C UII/II.5 Acoustic trainer.
14B53A DIFAR	P-3C UIII Acoustic trainer.
Portable Aircrew Trainer	Officer tactical trainer.
AMEWT	Multipurpose ASW/ASUW trainer.
HETA	Harpoon engagement training aid.
LEWTS	Electronic warfare simulator.
ISARTS	RADAR trainer.
ATTT	Acoustic table top trainer.
Indoor Firing Range[1]	Shotgun and pistol qualifications/Maine National Guard range, Gardiner, Maine.
Mobile Firing Range	Shotgun and pistol qualifications
9A2A (Aviation Physiology)[2]	Altitude Chamber
15G20/Radar Signal Generator Device	Provides arrival, approach and final air traffic controller training.

[1] Awaiting funding, currently not in use due to lead contamination. $50K required for cleanup.

[2] The purpose of aviation physiology and water survival training is to improve the

survivability of flight personnel. Subelements of this program are aviation life support systems, human performance and training. This training is required for all flight personnel at a minimum every 4 years or as delineated in OPNAVINST 3710.7P.

23.b. List other facilities/simulators not available locally that would assist the training mission.

Table 23.2 Facilities/Simulators Desired

Type	Training Function	Location
Small Arms Range	Small Arms Training	
9D5 (Water Survival)[1]	Helo Dunker	See OPNAVINST 3710.7P (attached)
9F2 (Water Survival)[1]	Parachute Drag	See OPNAVINST 3710.7P (attached)
9F6 (Water Survival)[1]	Parachute disentanglement trainer	See OPNAVINST 3710.7P (attached)
9H1 (Water Survival)[1]	Helo Hoist Simulator	See OPNAVINST 3710.7P (attached)
9H21 (Water Survival)[1]	Shallow Water Egress Trainer	See OPNAVINST 3710.7P (attached)
-	Swimming Pool	See OPNAVINST 3710.7P (attached)

[1]The purpose of aviation physiology and water survival training is to improve the survivability of flight personnel. Subelements of this program are aviation life support systems, human performance and training. This training is required for all flight personnel at a minimum every 4 years or as delineated in OPNAVINST 3710.7P.

24.a. Is there is a NADEP located at the air station?

No, but NAS Brunswick AIMD performs several depot level functions (see question 26).

24.b. Does the NADEP provide any direct support/benefit to the installation's intermediate maintenance mission?

N/A

25.a. What ship maintenance facilities are located at the air station?

None

Table 25.1 Ship Maintenance Facilities

Ship Maintenance Facility	Major Capabilities
None	

25.b. What other maintenance facilities do ships homeported/berthed at the air station use on a regular basis?

N/A

Table 25.2 Other Ship Maintenance Facilities

Maintenance Activity	Type of Support	Location
N/A		

Regional Maintenance Concept

26. Has your AIMD been identified to be a part of the Navy's Regional Maintenance concept? If so, provide the details as currently known and what other DON industrial activities (both intermediate and depot level) are located within a 25 mile range of your activity?

- NAS Brunswick AIMD has not been identified to be part of the Navy's Regional Maintenance concept.

- Aircraft maintenance functions are performed at one of three levels. First, the lowest level is organizational maintenance (O-level) performed by aircraft squadrons. Second is the intermediate level (I-level) performed at Aircraft Intermediate Maintenance Departments (AIMD). Third is depot level maintenance performed at Naval Aviation Depots, Air Force Air Logistics Centers, Army Depots, or at contractor facilities. Selected depot level maintenance functions may be performed at designated intermediate level maintenance activities (IMA) as approved by Naval Air systems Command (NAVAIR). An Individual Component Repair List (ICRL) contains actual repair capability data on items processed by the IMA based on past experience and has target capability data. Capability varies with each IMA and is a dynamic function, changing as additional capability is added or deleted.

first level only at Brunswick

- Aircraft powerplant (gas turbine engine) maintenance is performed under a three degree concept with each degree, or depth of maintenance, being a function of difficulty. AIMD is an authorized complete engine repair (CER), or first degree, repair site for T56-A-14 turboprop engines. This maintenance level is the most in-depth repair authorized for an IMA.

- The NAS Brunswick AIMD has full depot level repair capabilities for P-3 aircraft to include the following: engine driven compressors, flight control surface actuators, and airframe structural components as wing spar insertions, and fuselage critical areas. (Avionics systems are addressed below.)

- Avionics maintenance plans do not delineate degrees of maintenance, as do power plant maintenance plans. AIMD Avionics workcenters have full capability for most (95%) P-3 aircraft communication and weapon systems; additionally, all systems common to Navy tactical aircraft can be repaired. AIMD's authorized depot level avionics capabilities include:

a. RD-319/AYA-8 Magnetic Tape Transport System (see note)
b. PRT-5 Emergency Locator Transmitter (see note)
c. ACQ-5 Data Link Modem (see note)
d. ARC-143 UHF
e. ARC-161 HF
f. APX-72 IFF
g. APX-76 IFF
h. ARN-84 TACAN
i. ARR-72 SONOBUOY Receiver
j. AQA-7 DIFAR
k. CP-901 Computer Power Supply
l. AGC-6 High Speed Printer
m. 2461 Signal Data Converter
n. A515 COMM Interface Units 1 and 2
n. A517 COMM Switching Matrix
o. A560 SAT/COMM Panels

NOTE: Units sent to AIMD from on/off station. We are the only depot repair site in the Navy for these.

Special Military Facilities

27. List all facilities at or near the air station that have a special role in military operations (ASWOCs, oceanographic facilities, etc.) of the aircraft or ships based at the installation.

Table 27.1 Special Military Facilities

Type of Facility	Operational Mission of Facility
TSC Brunswick	Brief/Debrief/Safety of Flight/Mission update
METOCFAC	Weather Forecasting/Briefing
Air OPS	Airfield Facilities/Support
SUPSHIP Bath	Precommisioning of U.S. Naval Ships
FASO	SERE School/Tactical Training
Aviation Physiology	Low Pressure Chamber

Non-DON Facility Support Arrangements

28. List all inter-service arrangements (e.g.., inter-service support agreements) that involve supporting military (non-DON) activities at the air station.

Table 28.1 Non-DON Support

Activity Name / Military Service	Description of Activity Role and Degree of Support
Defense Investigative Service/Defense	Investigations. Non-Reimbursable: fire protection, police, disaster preparedness, MWR, safety, mail services. Reimbursable: environmental, janitorial, facility maintenance, utilities.
Defense Commissary/Defense Agency	Retail Store. Reimbursable (DBOF): legal service, mail service, fire protection, police, transportation of personal property, real property maintenance, trash pickup, administrative services, chaplain, safety, MWR, family housing, family service center, pest control, utilities.
Defense Reutilization Marketing Office/Defense	Reutilization. Non-Reimbursable: mail service, fire protection, police services, safety, purchasing & contracting, hazmat advice. Reimbursable: janitorial service, utilities, real property maintenance, pest control, environmental, vehicle maintenance, automotive POLS.
Army Recruiting Battalion/Army	Recruiter. Non-Reimbursable: chaplain, disaster preparedness, fire protection, police, MWR, safety, housing and lodging. Reimbursable: janitorial, vehicle rental, trash disposal, furnace maintenance, locksmith services, utilities, environmental.
U.S. Army Medical Activity/Army	Food Inspection/Veterinary Services. Non-Reimbursable: chaplain, fire protection, police, MWR, safety, guard mail, janitorial, contracting, trash disposal, transportation services, utilities.
Maine Army National Guard/Weapons	Weapons storage bunker (3 igloos and 6 magazines)
Coast Guard District ONE	Counter Drug/Alien Interdiction/Driftnet Enforcement

29. List all formal support agreements and other arrangements that involve supporting other governmental agencies (federal, state, local or international) or civilian activities at the air station.

Table 29.1 Other Agencies

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Dept of Veterans Affairs and Federal Dept of Labor and Family Service Center (FSC)	Provide Pre-Separation/Retirement Seminar/logistic and presenter support for Transition Assistance Program.
Medical Treatment Facility (MTF) and FSC	Procedures for referral of counseling clients to MTF for evaluation, and from MTF to FSC for counseling.
State of Maine Department of Human Services and FSC	MOU for mutual notification of Family Advocacy cases.
Shoreline Mental Health Center and FSC	Procedure for referral of counseling services, release of information and emergency coverage.
Bureau of Alcohol, Tobacco, and Firearms/Weapons	Weapons storage in portable bunker owned by ATF.
Government Employees Credit Union/Comptroller	Banking. Office space and utilities.
New Hampshire College/Navy Campus	Education. Office and classroom space, utilities.
Embry-Riddle University/Navy Campus	Education. Office and classroom space, utilities.
Town of Harpswell/Air Operations Town of Brunswick/Air Operations Sagadahoc County Fire Chiefs Mutual Aid Association/Air Operations	Firefighting. Letters of Agreement provide for firefighting mutual support between the base fire department and local fire departments.
Town of Brunswick/Security	Law Enforcement.
Dept of Transportation (FAA)	Numerous ATC Letters of Agreement detailing scope and responsibilities of airspace control authority. NAS Brunswick controls approximately 32,000 square miles of airspace for the FAA.
State of Maine Dept of Marine Resources	Letter of Agreement provides for hangar space of a Cessna 185 aircraft and also provides authority to conduct flight operations from the base.

Activity / Sponsor / Government Affiliation	Description of Activity Role and Support Level
Town of Brunswick/Library	NAS Brunswick has an agreement with the Town of Brunswick to use its library facilities. All active duty and retired service members, their families, and currently-serving civil service employees are extended full library user privileges at Brunswick's Curtis Memorial Library. This library is not only a part of a regional interlibrary loan program, but is also a member of the "Online Computer Library Center," a premiere international library database, with access to over 30 million publications. Additionally, the library is a professional member of Internet, with all of its accessing capabilities, and currently has over 72,000 books and 16,000 non-book items such as videos, compact disks, and records available for check out.
Naval Reserve Readiness Command Region I	Provide a platform for training and completion of physical examinations to include facility, consumable supplies, and manpower assistance.

LOCATION

Proximity to Operational Mission Areas

30.a. Describe the areas where aircraft based at this air station routinely conduct operational missions (vice training missions). Include details on the distance from the air station, average transit times and average length of time the aircraft spend in the operating areas.

NAS Brunswick P-3s provide operation support on a not-to-interfere basis during training missions for:

OPS	DIST NM	TRANSIT TIME	ONSTA TIME
■ Driftnet Fishing Enforcement	180	40 MIN	3 HRS
■ Alien Migration Interdiction	200	45 MIN	3 HRS
■ Counter-drug detection and monitoring	200	45 MIN	3 HRS

30.b. Does the location of the air station permit any specialized training with other operational units (i.e. Battle Groups or Joint forces)? If so, provide details.

Yes, NAS Brunswick's geographic location optimizes key training assets while minimizing training flight hours. COMSUBGRU TWO, COMSUBRON TWO, and COMSUBDEVRON-TWELVE (Groton, CT) units provide outstanding ASW and Special Ops training during multiple exercises each month. Quarterly combined exercises with Canadians (LFA-11, MARCOT, CANFLTOPS and COMREADOPS) enhance ASUW and ASW (diesel) skills.

30.c. Do squadrons routinely have to deploy to conduct carrier qualifications or other required training?

N/A

Proximity to other support facilities

31.a. List all primary airfields in the local flying area that are available for training and emergency uses.[1]

Table 31.1 Local Airfields

Airfield Name	Major Use / Capability	Location / Distance
NAS South Weymouth	Reserve Naval Air Station/Emergency Use Only	Boston, MA/115 NM
Plattsburg AFB	Active Duty AFB/Pilot Training Projected to close Sept 94	Plattsburg, NY/135 NM
Westover AFB	Active Duty AFB/Pilot Training Transition to USAF Reserve in FY 94	Ludlow,MA/160 NM
Otis ANGB	Active Coast Guard/Reserve AFB/Pilot Training	Falmouth, MA/135 NM
Griffiss AFB	Active Duty AFB/Pilot Training Transition to Air National Guard Sept 95	Rome, NY/240 NM
Portland Jetport	Civil/Pilot Training	Portland, ME/22 NM

Pease International Tradeport	Civil/Pilot Training	Portsmouth, NH/62 NM
Bangor International Airport	Civil/Pilot Training	Bangor, ME/73 NM
Logan International	Commercial Airport/Emergency Use	Boston, MA/106 NM
Hanscom AFB	Active AFB and Civil/Emergency Use	Bedford, MA/106 NM
Burlington International	Civil and Reserve (ANG)/Pilot Training	Burlington, VT/142 NM

[1] The local flying area is defined as 350NM IAW the Airman's Information Manual (AIM).

31.b. What other military facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.2 Other Military Facilities

Military Facility Name	Actual / Proposed Use	Distance
None		

31.c. What civilian-owned facilities located in the vicinity are/could be used to support the air station's and tenants' mission?

Table 31.3 Civilian Facilities

Civilian Facility Name	Actual / Proposed Use	Distance
Atrium Motel	Yearly Retired Personnel Seminar	.10 mile
Merrymeeting Health & Fitness Center	Rent Pool Time	4 miles
Bowdoin College Ice Facility	Rent Ice Time (Intramural Hockey)	1 mile
Durham Pool	Rent Pool Time	6 miles
Martin's Point Health Care System	Provides managed health care program for military medical beneficiaries.	32 miles
Parkview Memorial Hospital	Provides inpatient and outpatient specialty care to military medical beneficiaries.	3 miles
Mid-Coast Hospital (Brunswick and Bath)	Provides inpatient and outpatient specialty care to military medical beneficiaries.	5 miles
County Ambulance Service	Provides secondary response to flight line and other emergencies on base. Could provide primary services.	6 miles
Portland International Jetport	Commercial Airport/Pilot Training	22 NM
Bangor International Airport	Commercial Airport/Pilot Training	73 NM
Pease International Tradeport	Commercial Tradeport/Pilot Training	62 NM

Location

Proximity to Major Transportation Nodes

32. List the major transportation facilities (both military and civilian) that play a significant logistics role and/or could play a role in any future operational deployment and mobilization plans.

Table 32.1 Transportation Nodes

Facility	Mobilization Role (Logistics)	Location
Navy Material Transportation Office (NAVMTO)	1. Provides twice weekly northeast dedicated truck service (NDTS) between Norfolk and NAS Brunswick, with stops in between. Major mode of transportation for parts, material, and equipment coming to NAS Brunswick from the tidewater area, and for the shipment of retrograde and repairable items (NRFI 7 COG) back to Norfolk. 2. Provides clearance for air shipments originating from NAS Brunswick (liaisons on our behalf with Air Mobility Command ((AMC)). 3. Provides tracer action/assistance for misdirected material. 4. Provides general assistance in any area relating to transportation.	Norfolk, VA
Military Traffic Management Command (MTMC), Eastern Area	1. Provides transportation routing for overweight (over 10K) and oversized material originating from NAS Brunswick. 2. Provides transportation routing for special cargo (ammo, HAZMAT, etc.) or material requiring special handling (air ride, dual drivers, security surveillance, etc.). 3. Administers the guarantee traffic contract for this activity. 4. Would provide routing/assistance in emergencies or mobilization[1].	Bayonne, NJ

Facility	Mobilization Role (Logistics)	Location
NAVSUP Headquarters	1. Provides overall transportation policy for the Navy. 2. Provides policy and guidance for personal property issues. 3. Approves funding for unit moves (ships and squadrons) and shipments of vehicles for ships under construction at Bath Iron Works.	Washington, DC
Various Civilian Companies	Over 80% of incoming/outgoing cargo is transported by civilian transportation assets, i.e., truck, mail, and overnight express. NAS Brunswick is covered by a guarantee traffic contract, which consigns almost all outgoing freight to Preston and/or Carolina Freight. Other commercial carriers who have provided logistic support for incoming/outgoing material include Ranger, Boyle, Schneider, CFW, TNT Red Star, Old Dominion, Coles Express, Federal Express, etc.. The intrastate highway/local roads provide nonrestrictive, year-round access to this activity. Our centralized location to the major cities of Maine (Portland, Lewiston/Auburn, and Augusta) ensures a more-than-adequate access to civilian transportation assets, both for normal operations and for any type of emergency/mobilization[1].	Various throughout southern Maine
Portland International Jetport	Personnel/Cargo Airlift	Portland, ME
Bangor International Airport	Personnel/Cargo Airlift	Bangor, ME
Pease International Tradeport	Personnel/Cargo Airlift	Portsmouth, NH
Portland Seaport	Personnel/Cargo Airlift	Portland, ME

Facility	Mobilization Role (Logistics)	Location
Defense Fuel Supply Point	1. 25 million gallons capacity. 2. Operated by civilian contractor - Continental Service Co. 3. Deep water port capable of handling one fuel barge or tanker. 4. Provides JP5 fuel by truck to our Fuel Farm. The only limitation on deliveries is our ability to receive and store the fuel. The other DOD activity receiving fuel from Searsport is the Air National Guard at Bangor International Airport, Maine. Their fuel is transported by pipeline.	Searsport, ME (75 miles North on US Rt. 1)

[1] NAS Brunswick does not ship/receive cargo by rail or ocean freight. In an emergency/mobilization, facilities exist in Portland (aproximately 30 miles south) to load/unload waterborne military frieght, and freight could be shipped by rail from Portland to the rail facilities at Bath Iron Works for further transfer to NAS Brunswick by commercial/military trucks. Military freight could also be barged up the Kennebec River to Bath and offloaded at Bath Iron Works for further transfer. NAS Brunswick occasionally receives and ships cargo by Navy and AMC air assets. In an emergency/mobilization, the NAS Brunswick airfield could handle the largest military cargo plane. However, additional MHE and trained airhead cargo personnel/load masters would be required for a large-scale or sustained air cargo operation.

Features and Capabilities - Weather

33.a. What percentage of the time (on average, by month) does the local weather affect training operations and restrict airfield sortie rates? Use the following chart and add any further descriptions on how weather generally impacts airfield and training operations (recurring wind or fog conditions, etc.). Also fill out the chart for outlying fields if the information is available.

Table 33.1 Weather Information

Field Name: NAVAL AIR STATION, BRUNSWICK, ME

Month	% of Hours[1] VMC	% of Hours IMC	% of Hours Below 200 ft Ceilings and 1/2 Mile Visibility	% of All Sorties Canceled[2] Due to Weather
Jan.	82 82	18 18	3	⟨1%
Feb.	85 84	15 16	3	⟨1%
Mar.	82 81	18 19	3	⟨1%
Apr.	84 82	16 18	2	⟨1%
May	84 80	16 20	4	⟨1%
June	84 79	16 21	5	⟨1%
July	84 78	16 22	3	⟨1%
Aug.	85 79	15 21	3	⟨1%
Sept.	86 80	14 20	3	⟨1%
Oct.	85 81	15 19	3	⟨1%
Nov.	81 79	19 21	3	⟨1%
Dec.	84 82	16 18	2	⟨1%

[1]Percentage of total normal operating hours that specified weather conditions were observed (include list of normal operating hours used for this calculation).

[2]Only include lost sorties (do not include sorties delayed or rescheduled).

Remarks: The first percentages in each column are based on Brunswick's normal operating schedule. The second percentages in each column are based on a 24 hour per day operating schedule. Percentages for hours below 200 ft and 1/2 mile are based on a 24 hour per day operating schedule (no other data available). Brunswick averages 129 days annually with precipitation. Of the 129 days, 33 are snow days. Average annual relative humidity is 59%. Thunderstorms are observed an average of 17 days per year. Tropical storms rarely effect local weather.

33.b. List the normal operating schedule used for the calculations on the previous table. Indicate if this schedule varies by month or season.

Table 33.2 Operating Hours

Day	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Operating Schedule[1]	0800-2100	0800-2100	0800-2100	0800-2100	0800-2100	0800-2100	0800-2100

[1] This normal operating schedule does not vary by month or season.

33.c. Do local weather conditions have a regular impact on maintenance schedules? If so, describe how the air station accommodates these conditions.

No. Sufficient hangar space is available to support maintenance effort during severe winter weather.

33.d. Do the normal weather conditions at the most frequently used training areas pose a significant problem for scheduling training sorties? If so, are alternate training areas used? Does the use of alternate training facilities involve relocating aircraft and support personnel to other air stations during certain times of the year?

No. The weather conditions actually enhance pilot and aircrew training for P-3 units preparing for diversified detachments/deployments (i.e. Keflavik, Sigonella, Caribbean, and Thule, Greenland).

33.e. Does the local climate and geography provide unique training opportunities to the aircraft assigned to the air station (e.g., frequent opportunities for all-weather training)?

Yes. Seasonal changes provide unique and beneficial training opportunities for aircrews deploying to Keflavik, Caribbean and Mediterranean.

Encroachment

34.a. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned AICUZ restrictions (i.e., safety of flight, noise)? Attach a copy of any applicable sections of the air station AICUZ plan and note any recent modifications.

No known encroachment problems exist. Geographics at both ends of the runways limit potential development. [See attached AICUZ Report, Section F.] No modifications to the AICUZ Report have been made since 1986.

34.b. Are there any known plans for a significant increase of commercial airline traffic in your area? If so, describe.

No

35.a. Have there been any ATC delays (15 minutes or greater) between initial take-off request and actual take-off during the past three years as a result of civilian traffic? If so, please complete the following table.

There have been no recorded delays due to the light volume of civilian air traffic in the local airspace.

Table 35.1 Delays

Fiscal Year	Average Delay (minutes)	Number of Delays	% of Total Flight Operations Scheduled
1991	None		
1992			
1993			

35.b. How many times during each of the past three years have any of your low level training routes been modified to accommodate development or population growth (noise complaints)?

Table 35.2 Required Changes

Fiscal Year	Number of changes
1991	N/A
1992	
1993	

36.a. Is the existing AICUZ study encoded in local zoning ordinances?

No. Although there is some residential development in Topsham, "benign operating characteristics of the P-3" have led the community to not enact any zoning restrictions in the AICUZ areas as indicated in NAS Brunswick's September 1986 Master Plan and the attached AICUZ, Section F.

36.b. Provide a description of local zoning ordinances and their impact on future encroachment, restricted flight hours and details of any litigation history.

Geographical features on both runway approaches limit potential development. On the approach from the south, the town of Brunswick has zoned the land for a rural residential use, which severely limits the amount of subdivision and potential housing units. This is a clearly compatible use. On the approach from the north, land acquisitions by the Navy have eliminated the incompatible service/business facilities along the Old Bath Road (Rt 24). The Navy acquired easements over the rest of the clear zone, limiting development and setting height restrictions. The only potential area of concern is that on the opposite side of the Androscoggin River in the town of Topsham, which can potentially allow small businesses and places of assembly, a normally unacceptable use. There are no known development pressures at this time which indicate any development of this kind. It is not expected that current zoning would impact on flight hours or cause any undue encroachment problems. There is no known litigation history regarding encroachment issues.

36.c. Do current estimates of population growth and development or environmental constraints pose problems for existing or planned missions/other operations/or development.?

No. Current population trends do not indicate any great increase in development for the foreseeable future. There has been recent expansion of business and service establishments within the general area of the air station, but none within or adjacent to the AICUZ zones. Current estimates of population trends do not pose any problems for the current mission.

36.d. Provide a summary of the current and proposed land development plans for the area surrounding the air station (e.g. the local government's comprehensive land-use plan).

The Town of Brunswick 1990 Comprehensive Plan, **a long-range planning document**, shows two "growth" areas immediately adjacent to the Air Station boundaries. The parcels on the west side immediately outside the boundary are primarily residential, and expected to continue as such for the forseeable future. The area on the east side, the "Cook's Corner" village, is primarily commercial/retail development . The area on the south end of the station is a "coastal protection" zone, which severely limits residential development, one housing unit per 5 acres is recommended for this zone. The north end of the runway is owned by the government; development is precluded from this area. Should the Air Station close, this area will revert to limited commercial use.

36.e. Discuss briefly any ongoing litigation concerning environmental or airspace problems.

There is no ongoing litigation concerning environmental or airspace encroachment at NAS Brunswick.

Features and Capabilities

Ability for Expansion

37. List the features of this air station that make it a candidate for basing other types of aircraft and other operational units in the future.

In overview, the basic features that make Naval Air Station, Brunswick a strong candidate for basing other operational assets here are the virtually unencumbered airspace utilization and extensive land available for expansion. Specifically, these ideal features include:

- The air station has two parallel 8,000 by 200 ft runways. This is the only Naval Air Station north of NAS Oceana with parallel runways, a distinct advantage when tactical and training aircraft operations are in progress.

- There is no encroachment for aircraft operations nor is any encroachment expected in the future. The current number of overland MOAs and overwater OPAREAs, are more than sufficient for current operations and provide sufficient airspace if the station were filled to the maximum operational capacity. These areas are easily accessible and in close proximity to the air station. Additionally, there is an instrumented mining range (Small Point Range) within 5 miles of Brunswick's Class "D" airspace.

- NAS Brunswick has the ability to expand the northern ramp area to accommodate units of P-3/C-130 size associated with an 8 bay hangar and expand the southern end of Hangar 5 to accommodate one more P-3/C-130 size squadron. Additionally, there exists sufficient land area to expand current BOQ/BEQ facilities to accommodate increased demand.

- The hangar bay size of Hangars 4 and 5 provides the capability to accommodate large aircraft.

- The existing facilities at NAS Brunswick, the commonality of aircraft parts, and the exceptional station AIMD combine to provide the alternative to homeport C130s in addition to the current force loading.

- The room for operational expansion on the air station allows for the opportunity to provide facilities and support for VQ-2, all MPA forces in New England, or Army helicopter squadrons relocating form European theater.

The 136 acres and existing facilities and support at Topsham Annex provide an ideal location for a Reserve Training Center or Reserve Headquarters building.

The 66 acres of currently unused land along Bath Rd. provide exceptional opportunity for construction of Family Housing in support of CNO Quality of Life initiative.

There is 11,856 acres of unrestricted land available for development in Rangeley. With appropriate manning and funding, Rangeley could accommodate all SERE training required by the Navy as a single site training center.

Excellent relations and cooperation with the surrounding communities will enable us to accommodate future population increases/demands on municipal services.

Maine was recently reported as one of the safest states in the country. The extremely low crime rate when combined with the great pristine outdoors allows for almost unrestricted activities year round. Bottom line: the quality of life is exceptional in this area. Housing is affordable and comfortable, traffic problems are essentially non-existent, crime rates exceptionally low, violent crime is rare, schools are great, there is an ideal military - community relationship, and recreational opportunities abound. Brunswick presents an almost ideal Quality of Life for all of our assigned sailors, living up to the aphorism regarding the state..."Maine: The Way Life Should Be!"

38.a. Are there any assets in the vicinity of the air station that are currently not used because of a deficiency but could be improved or enhanced to increase the air station's capabilities?

The nearby Topsham Annex has both vacant land and unused facilities. Building 384, (38,754 SF) can be renovated back to its former use as a berthing facility. Buildings 381 and 383 have been recently renovated (18,488 SF) and just closed as the former headquarters of Commander Patrol Wings Atlantic. Building 382 (14,855 SF), a gym, can be easily renovated. On station, building 293 (8,803 SF), a theater, can be readily renovated. Some of these facilities could be used for a Reserve Training Center or Reserve headquarters building (see attached).

Training Pool. The base swimming pool was originally constructed in 1967 as an outdoor pool. It was enclosed by fabric dome in 1968. Existing permanent pool enclosure was constructed in 1970-71. Pool was closed in November 1990 because of emerging repair and operational costs. The pool is an important component of health, fitness, and quality of life programs. Prior to closure, the station pool was used for air crew requalifications, SAR swimmer training, semi-annual PFTs, proficiency and fitness swimming, and recreational swimming for sailors and families. Minimum investment of $150K-300K is required to reopen the pool (dry rot present in roof supports, heating/filtration system inadequate, pool leaks over 800 gallons of heated/treated water per day) considered not economical and only a two- to four-year "band-aid" at best. Preferred alternative is replacement of pool via MILCON Project P-155 at an estimated cost of $2.1 million.

Galley. Command Training/Conference Center. Building 211 (Neptune Hall) was built in 1954 to serve as an enlisted dining facility with capacity to serve 5,000 personnel. The building is comprised of 47,744 SF in total. This facility had served as the only building capable of hosting large group meetings (All Hands) aboard the station. With the food service operations relocated to Building 201, Building 211 has been closed, leaving the station with no facility to serve as a training/conference center capable of holding large group functions such as advancement exams, All Hands meetings, etc. Building 211 requires major renovation to be made fully serviceable: new roof, new heating system, new lighting, replacement of single pane windows, removal of asbestos from crawl space, and new insulation. These repairs are estimated at $1.6 million.

38.b. Does the operational infrastructure (i.e., parking apron, fuel and munitions storage, warehouse space, hangar space) meet current requirements and provide capabilities for future expansion or change in mission?

■ The existing facilities meet current mission requirements. More than adequate space exists to construct an additional 10 TYPE II hangar modules plus the required supporting apron. This would provide a total of 24 TYPE II hangar modules. The existing new JP-5 tank farm can be readily doubled in size. The main supply warehouse can be doubled in size. Munition storage can be increased in existing magazines. Magazines can be reconfigured and replaced for even greater increases. AIMD facilities could nearly double in capacity with appropriate staffing support. Existing runways can accomodate twice the number of flight operations over the existing number.

- Most existing magazines fluctuate between 40-65% capacity. Adequate real estate exists to add additional storage/operational buildings.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991[1]	FY-1992[1]	FY-1993[1]
OFFICER	100%	100%	100%
ENLISTED	100%	100%	100%

[1] Reflects participation of SELRES population reported in NAS Brunswick Data Call 16, question 10b.

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

Local area does provide a skilled work force essential to the air station operations.

Skills provided are not unique to the area and are readily duplicated and available elsewhere.

R

[redacted]

NAS Brunswick ME N60087

Supplemental Information for Question 39.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A

R (18 Oct 94)

[redacted]

NAS Brunswick ME N60087

R

NR Activity/Unit: NRVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	0	0	0	0	0	0	10	0	0	0	8	0
Enlisted	0	0	0	0	0	0	1	0	0	0	1	0

Remarks: Unit drills at South Weymouth (with the exception of a few officers, who drill at CPW-5). Billet/staffing level information not available in Brunswick.

[redacted] For all reserve units that train at the air station, summarize the average number of candidate reservists on waiting lists for reserve billets (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	NO RECORDS FOR FY 91	3	1
NFO		1	1
Other Officers		0	2
Enlisted		4	2

[redacted] 62B R (18 Oct 94)

Quality of Life

41. Military Housing

a. Family Housing:

(1) Do you have mandatory assignment to on-base housing? (circle) yes **NO**

(2) For military family housing in your locale provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	27	27		
Officer	3	116	116		
Officer	1 or 2	1	1		
Enlisted	4+	75	75		
Enlisted	3	343	343		
Enlisted	1 or 2	194	194		
Mobile Homes					
Mobile Home lots		20	20		

(3) In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information: N/A

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

41.a.(4) Complete the following table for the military housing waiting list.

Pay Grade	Number of Bedrooms	Number on List[1]	Average Wait
O-6	1		
	2		
	3		
	4+	0	
O-4/5	1		
	2		
	3	27	8 mos
	4+	10	8 mos
O-1/2/3/CWO	1		
	2	62	8-10 mos[2]
	3	5	1-3 mos
	4+	3	2-6 mos
E7-E9	1		
	2	16	1-3 mos[2]
	3	16	1-3 mos
	4+	11	3-6 mos
E1-E6	1		
	2	190	10-12 mos[2]
	3	57	4-6 mos
	4+	15	8-12 mos

[1]As of 31 March 1994
[2]We maintain a 2 bedroom company grade list for 01/03 and Warrant Officers in accordance with OPNAVINST 11101.13J. However, we only have one 2-bedroom home for officers. This is done intentionally because the community

can readily accommodate families with a 2-bedroom requirement, thereby enabling us to service the requirements of larger families which the community can not as easily meet.

41.a.(5) What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

	Top Five Factors Driving the Demand for Base Housing "Up"
1	Possible Base closure
2	Uncertainties due to right sizing
3	More economical (no maintenance costs)
4	More economical (no/fixed utility cost)
5	Deployment schedules

	Top Five Factors Driving the Demand for Base Housing "Down"
1	Reasonable purchase price/rental cost
2	Opportunity to live on seacoast
3	Rural setting
4	Opportunity to live in small town
5	Diversity of homes

(6) What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

70%

(7) Provide the utilization rate for family housing for FY 1993.

Type of Quarters	Utilization Rate
Adequate	99.9%
Substandard	
Inadequate	

(8) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% (or vacancy over 2%), is there a reason?

No

R

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	91%
Substandard	95%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Squadron deployment schedules have a direct impact on occupancy percentage. Deployment schedules have been changed recently, shortening the usual length of time spent at NAS Brunswick. The lag time between deploying and returning squadrons affects the occupancy rate.

Self-help renovation has begun to meet the new minimum standards of acceptable space and privacy. Following completion of the effort, we will be able to house approximately 65% of the people we currently house.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\textbf{AOB} = \frac{\textbf{(\# Geographic Bachelors x average number of days in barracks)}}{\textbf{365}}$$

AOB=23

In FY 93, NAS Brunswick had 41 geographic bachelors in the BEQ for a total of 8,505 nights.

41.b. BEQ:

(1) Provide the utilization rate for BEQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	91%
Substandard	95%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Squadron deployment schedules have a direct impact on occupancy percentage. Deployment schedules have been changed recently, shortening the usual length of time spent at NAS Brunswick. The lag time between deploying and returning squadrons affects the occupancy rate.

Self-help renovation has begun to meet the new minimum standards of acceptable space and privacy. Following completion of the effort, we will be able to house approximately 65% of the people we currently house.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

In FY 93, NAS Brunswick had 41 geographic bachelors in the BEQ for a total of 8,505 nights.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	18	44	
Spouse Employment (non-military)	3	7	
Other	20	49	
TOTAL	41	100	

(5) How many geographic bachelors do not live on base?

None. All applicants have been approved to date.

K

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	0
Substandard	59%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Scheduling reservations for Survival, Evasion, Resistance, and Escape (SERE) students has a direct impact on occupancy percentage. The number of students by paygrade/rank is not available until the actual time of individual check-in. Having rooms available for SERE students is imperative due to the nature of their assigned duties, getting to the training site, and the need to have quarters available upon their return. Students are on space required orders.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

AOB=18

In FY 94, NAS Brunswick had 5 geographic bachelors in the BOQ for a total of 1,339 nights.

41.c. BOQ:

(1) Provide the utilization rate for BOQs for FY 1993.

Type of Quarters	Utilization Rate
Adequate	0
Substandard	59%
Inadequate	0

(2) As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Scheduling reservations for Survival, Evasion, Resistance, and Escape (SERE) students has a direct impact on occupancy percentage. The number of students by paygrade/rank is not available until the actual time of individual check-in. Having rooms available for SERE students is imperative due to the nature of their assigned duties, getting to the training site, and the need to have quarters available upon their return. Students are on space required orders.

(3) Calculate the Average on Board (AOB) for geographic bachelors as follows:

$$\text{AOB} = \frac{\text{(\# Geographic Bachelors x average number of days in barracks)}}{365}$$

In FY 93, NAS Brunswick had 5 geographic bachelors in the BOQ for a total of 1,339 nights.

(4) Indicate in the following chart the percentage of geographic bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	2	40	
Spouse Employment (non-military)	0	0	
Other	3	60	
TOTAL	5	100	

(5) How many geographic bachelors do not live on base?

None. All applicants have been approved to date.

Revision

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table. R

LOCATION NAVAL AIR STATION . DISTANCE On Base

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	12	N (Cat B)
	Outdoor Bays	0	
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	1,600	N (Cat B)
Bowling	Lanes	12	Y
Enlisted Club	SF	0	N/A
Officer's Lounge	SF	1,771	Y
Library[2]	SF		
Library[2]	Books		
Theater	Seats	0	N/A
ITT	SF	63	N (Cat B)
Museum/Memorial	SF	0	N/A
Pool (indoor)[5]	Lanes	0	N/A
Pool (outdoor)	Lanes	0	N/A
Beach	LF	0	N/A
Swimming Pools	Each	0	N/A
Tennis CT	Each	4	N/A (Cat A)[3]

On Base MWR Facilities

42. For on-base MWR facilities[1] available, complete the following table for each separate location. For off-base government owned or leased recreation facilities indicate distance from base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION NAVAL AIR STATION . DISTANCE On Base

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Auto Hobby	Indoor Bays	12	N (Cat B)
	Outdoor Bays	0	
Arts/Crafts	SF	0	N/A
Wood Hobby	SF	1,600	N (Cat B)
Bowling	Lanes	12	Y
Enlisted Club	SF	0	N/A
Officer's Lounge	SF	1,771	Y
Library[2]	SF		
Library[2]	Books		
Theater	Seats	0	N/A
ITT	SF	63	N (Cat B)
Museum/Memorial	SF	0	N/A
Pool (indoor)[5]	Lanes	0	N/A
Pool (outdoor)	Lanes	0	N/A
Beach	LF	0	N/A
Swimming Pools	Each	0	N/A
Tennis CT	Each	4	N/A (Cat A)[3]

revision

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Rec Rental Ski	SF	1,058	Y
Frame Shop	SF	1,000	Y
All Hands Club Catering	SF	17,841	N
All Hands Club Hi-Energy	SF	6,030	Y
Recreation Center	SF	8,953	N/A (Cat A)
Picnic Grounds	SF	60,000	N/A (Cat A)
Fitness Trail	STATIONS	21	N/A (Cat A)
Travel Agency	SF	180	Y
Batting Cages	EACH	4	N/A (Cat A)
Automatic Car Wash	BAYS	2	N/A (Cat B)[4]
Volleyball CT (outdoor)	Each	2	N/A (Cat A)[3]
Basketball CT (outdoor)	Each	1	N/A (Cat A)[3]
Racquetball CT	Each	3	N/A (Cat A)[3]
Golf Course	Holes	9	Y
Driving Range	Tee Boxes	10	Y
Gymnasium	SF	7,920	N/A (Cat A)[3]
Fitness Center (Nautilus/Weight Room/Cardiovascular Area)	SF	6,140	N/A (Cat A)[3]
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Softball Fld	Each	4	N/A (Cat A)[3]

R

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Rec Rental Ski	SF	1,058	Y
Frame Shop	SF	1,000	Y
All Hands Club Catering	SF	17,841	N
All Hands Club Hi-Energy	SF	6,030	Y
Recreation Center	SF	8,953	N/A (Cat A)
Picnic Grounds	SF	60,000	N/A (Cat A)
Fitness Trail	STATIONS	21	N/A (Cat A)
Travel Agency	SF	180	Y
Batting Cages	EA	14	N/A (Cat A)
Automatic Car Wash	BAYS	2	N/A (Cat B)[4]
Volleyball CT (outdoor)	Each	2	N/A (Cat A)[3]
Basketball CT (outdoor)	Each	1	N/A (Cat A)[3]
Racquetball CT	Each	3	N/A (Cat A)[3]
Golf Course	Holes	9	Y
Driving Range	Tee Boxes	10	Y
Gymnasium	SF	7,920	N/A (Cat A)[3]
Fitness Center (Nautilus/Weight Room/Cardiovascular Area)	SF	6,140	N/A (Cat A)[3]
Marina	Berths	0	N/A
Stables	Stalls	0	N/A
Softball Fld	Each	4	N/A (Cat A)[3]

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Football Fld[6]	Each	1	N/A (Cat A)[3]
Soccer Fld[6]	Each	1	N/A (Cat A)[3]
Child Development Center[7]	Children	191-216	N/A (Cat B)
Youth Center	SF	0	N/A

[1] Spaces designated for a particular use. A single building might contain several facilities, each of which should be listed separately.
[2] Support agreement with Brunswick Town Library.
NAS Brunswick has an agreement with the Town of Brunswick to use its library facilities. All active duty and retired service members, their families, and currently-serving civil service employees are extended full library user privileges at Brunswick's Curtis Memorial Library. This library is not only a part of a regional interlibrary loan program, but is also a member of the "Online Computer Library Center," a premiere international library database, with access to over 30 million publications. Additionally, the library is a professional member of Internet, with all of its accessing capabilities, and currently has over 72,000 books and 16,000 non-book items such as videos, compact disks, and records available for check out.
[3] Cat A activities are not revenue generators.
[4] To be completed summer '94.
[5] NAS Brunswick OMD utilizes the Durham Leisure Center for SAR training 36 hours/year.
[6] Multi-use fields with softball/baseball.
[7] The figures provided include the number of children accommodated at the Child Development Center (CDC) and through the Family Homecare Providers (FHP) Program. The number of FHP varies from 15 to 20 with each FHP given responsibility for a maximum of 5 children. The figures provided include 116 children at the CDC and between 75 and 100 care for by FHP.

LOCATION TOWN OF TOPSHAM DISTANCE 4 MILES

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Pool (indoor) (Merrymeeting)	Lanes	4	N/A (Leased)

LOCATION DURHAM DISTANCE 15 MILES

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Pool (indoor)[1]	Lanes	3	N/A (Leased)

[1] NAS Brunswick OMD utilizes the Durham Leisure Center for SAR training 36 hours/year.

LOCATION TOPSHAM ANNEX DISTANCE 4 MILES

Facility	Unit of Measure	Total	Profitable (Y,N,N/A)
Tennis CT	Each	2	N/A - Cat A
Vet Clinic	SF	1,300	Y
Baseball Fields	Each	3	N/A

43. Is your library part of a regional interlibrary loan program?

Yes. NAS Brunswick has an agreement with the Town of Brunswick to use its library facilities. All active duty and retired service members, their families, and currently-serving civil service employees are extended full library user privileges at Brunswick's Curtis Memorial Library. This library is not only a part of a regional interlibrary loan program, but is also a member of the "Online Computer Library Center," a premiere international library database, with access to over 30 million publications. Additionally, the library is a

professional member of Internet, with all of its accessing capabilities, and currently has over 72,000 books and 16,000 non-book items such as videos, compact disks, and records available for check out.

44. Base Family Support Facilities and Programs

a. Complete the following table on the availability of child care in a child care center on your base.

Age Category	Capacity (Children)	SF[1]			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Mos	[2]					
6-12 Mos	8	620			33	18[3]
12-24 Mos	20	1,150			0	0[3]
24-36 Mos	28	1,600			13	121
3-5	40	1,900			27	121
3-5 Yrs (Preschool)	20	950			0	N/A

[1] Sq. Foot applies to actual room space occupied by children. It does not take into account spaces for bathrooms, hallway, storage, and admin. Total square feet is 11,471. Total square feet breakdown by room is 0-6 and 6-12 Mos 1671 SF; 12-24 Mos 2200 SF; 24-36 Mos 2650 SF; 3-5 Yrs 2950 SF; 3-5 Yrs Preschool 2000 SF.

[2] The 0-12 month age group is combined into one infant group in one room.

[3] Technically, there is no waiting period for the pre-toddler age group. Those that would normally be considered on a waiting list are either not old enough for the Pre-Toddler Room, not in the state of Maine, or have refused a slot but asked to remain on the list (in which case they are put on the bottom of a list - a fact they are made aware of at the time of refusal).

b. In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

None

Facility type/code:
What makes it inadequate?
What use is being made of the facility?
What is the cost to upgrade the facility to substandard?
What other use could be made of the facility and at what cost?
Current improvement plans and programmed funding:
Has this facility condition resulted in C3 or C4 designation on your BASEREP?

c. If you have a waiting list, describe what programs or facilities other than those sponsored by your command are available to accommodate those on the list.

Our Child Development Center works in conjunction with the Child Care Resource/Referral Center which provides a list of licensed and registered child care providers in the civilian sector. The on-base listing of Family Child Care providers is also offered. There is also a voucher system used to help defray the cost of off-base child care. Our waiting list is due in part to the quality of our facilities. Our Child Development Services program is used as a "benchmark" for quality care for the entire Navy system.

d. How many "certified home care providers" are registered at your base?

21

e. Are there other military child care facilities within 30 minutes of the base? State owner and capacity (i.e., 60 children, 0-5 yrs).

No

45. Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

	Service	Unit of Measure	Qty
1	Exchange	SF	[1]31,643
2	Gas Station/Auto Repair	SF	5,292
3	Auto Parts Store	SF	1,000
4	Commissary	SF	35,466
5	Mini-Mart	SF	[2]5,400 -NAS 1,546 - Topsham
6	Fast Food Restaurants	Each	1
7	Bank/Credit Union	Each	1
8	Family Service Center	SF	7,030
9	Dry Cleaners	Each	1
	ARC (CAAC)	SF	5,000
10	Chapel	SF	13,610
	FSC Classrm/Auditorium	SF	760
	Post Office	SF	720
	Beauty Shop	Each	1
	Barber Shop	Each	1
	Optical Shop	Each	1

[1] The 31,643 SF of the Exchange encompasses 8,417 SF of warehouse space, 1,937 SF of office space, and 5,400 SF of Mini-Mart space.

[2] The SF for both Mini-Marts include figures for a package store at each location.

46. Proximity of closest major metropolitan areas (provide at least three):

City	Distance (Miles)[1]
Portland, ME and environs	30
Boston, MA	142
[1]	

[1] Proximity was defined as within 150 miles, no others are within that range.

47. Standard Rate VHA Data for Cost of Living

Paygrade	With Dependents	Without Dependents
E1	135.37	75.74
E2	135.37	85.13
E3	123.11	90.71
E4	155.69	108.66
E5	173.34	121.03
E6	167.93	114.31
E7	211.15	146.68
E8	206.46	156.08
E9	242.16	183.82
W1	250.55	190.28
W2	247.27	193.94
W3	254.75	207.09
W4	239.10	212.00
O1E	217.21	161.12
O2E	205.66	163.97
O3E	244.36	206.73
O1	186.57	137.48
O2	188.99	147.71
O3	216.65	182.40
O4	215.24	187.17
O5	197.64	163.45
O6	216.88	179.51
O7	146.73	119.22

48.a. Off-base housing rental and purchase

a. Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Type Rental	Average Monthly Rent		Average Monthly Utilities Cost
	Annual High	Annual Low	
Efficiency	400	275	55
Apartment (1-2 Bedroom)	600	310	100
Apartment (3+ Bedroom)	650	475	145
Single Family Home (3 Bedroom)	1,000	500	165
Single Family Home (4+ Bedroom)	1,100	650	180
Town House (2 Bedroom)	700	450	125
Town House (3+ Bedroom)	950	500	155
Condominium (2 Bedroom)	750	550	125
Condominium (3+ Bedroom)	850	650	155

See attached for details.

48.b. What was the rental occupancy rate in the community as of 31 March 1994?

Type Rental	Percent Occupancy Rate[1]
Efficiency	
Apartment (1-2 Bedroom)	
Apartment (3+ Bedroom)	
Single Family Home (3 Bedroom)	
Single Family Home (4+ Bedroom)	
Town House (2 Bedroom)	
Town House (3+ Bedroom)	
Condominium (2 Bedroom)	
Condominium (3+ Bedroom)	

[1]Per Dr. Valerie Lamont, University of Southern Maine, as of the 1990 Census, the rental occupancy rate was 96.6% and ownership occupancy rate was 98.1%. She believes the rate has gone down due to the state of the economy. A survey of 6 local property management companies indicates their overall occupancy rate as of 31 March 1994 was 95.28%. They were unable to break down in sizes/types of units.

48.c. What are the median costs for homes in the area?

Type of Home	Median Cost[1]
Single Family Home (3 Bedroom)	$136,500
Single Family Home (4+ Bedroom)	$179,500
Town House (2 Bedroom)	$77,500[1]
Town House (3+ Bedroom)	$87,500[1]
Condominium (2 Bedroom)	[1]
Condominium (3+ Bedroom)	[1]

[1]These figures came from a market survey from the Merrymeeting Multiple Listing. There is no differentiation between Town Houses and Condominiums in the available data base.

Median cost of homes in the Single Family Home groupings do not give a true portrayal of the local housing market. These figures are driven up artificially due to the high cost of permanent residences and vacation homes located on the waterfront along with the number of historical homes in Brunswick and the *immediate vicinity*. Specifically, in the Town of Brunswick, over 40% of the homes are listing under an asking price of $125,000. Costs in the *surrounding vicinity* are even lower. For example, in the Town of Lisbon Falls (a local community within 15 miles / 25 minutes commute) over 92% of the homes are listing under $125,000. Currently, homes are selling for an average of 95% of the listing price.

The University of Southern Maine, Institute for Real Estate Research and Education - Center for Housing and Land Use provided the following average selling prices for the areas listed below which are within 5-30 minutes from NAS Brunswick.

Town	Avg. Price
Brunswick	$113,000
Auburn	$86,000
Bath	$92,000
Lewiston	$77,000
Topsham	$89,000

Many personnel buying homes opt to purchase in surrounding communities listed above. This shows that there is a significant market of homes available within the E-5 (with dependents) BAQ/VHA range of $72,000 - $88,000 (See question 48.d. for E-5 BAQ/VHA computations).

48.d. For calendar year 1993, from the local MLS listings provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Month	Number of Bedrooms[1]		
	2	3	4+
January	25	42	18
February	22	45	16
March	21	46	18
April	23	47	17
May	24	49	18
June	22	45	19
July	25	44	20
August	28	46	18
September	26	50	16
October	25	48	15
November	22	44	16
December	21	42	17

[1]The Merrymeeting Multiple Listing can only provide cumulative information and cannot pick up listings that were already there, only new ones. Previously listed, withdrawn, or sold properties are not accessed.

Computations for E-5 BAQ/VHA:

E-5 (with dependents) BAQ/VHA = $588.84

90% - 110% Range = $529.95 to $647.73

Assuming 30 year mortgage at 8% interest

Purchase price range $72,000 - $88,000

48.e. Describe the principle housing cost drivers in your local area.

- Vacation homes, historical homes and shorefront property dramatically affect the overall average cost of housing and limit to some degree the amount of housing stock our members can afford.

- Presence of the military population.

- Presence of Bowdoin College personnel.

- Housing sales boom in the 1980s (people spent a lot and are now trying to recover their investments).

- Commutes to Portland, Augusta and Bath (Bath Iron Works) are convenient and acceptable.

49. For the top five sea intensive ratings applied to P-3 squadrons in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AM (Series)	198	55
AT	249	87
AW	179	51
AD	175	94
AE	103	53

48.e. Describe the principle housing cost drivers in your local area.

- Vacation homes, historical homes and shorefront property dramatically affect the overall average cost of housing and limit to some degree the amount of housing stock our members can afford.

- Presence of the military population.

- Presence of Bowdoin College personnel.

- Housing sales boom in the 1980s (people spent a lot and are now trying to recover their investments).

- Commutes to Portland, Augusta and Bath (Bath Iron Works) are convenient and acceptable.

49. For the top five sea intensive ratings applied to P-3 squadrons in the principle warfare community your base supports, provide the following:

Rating	Number Sea Billets in the Local Area	Number of Shore billets in the Local Area
AM (Series)	198	55
AT	294	87
AW	179	51
AD	175	94
AE	103	53

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50. Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Location	% Employees	Distance (mi)	Time(min)
Bath/Brunswick/Topsham Area	[1]60.0 [2]81.5	5-10	15
Freeport/Lisbon Falls Area	[1]22.4 [2]12.3	10-15	20
Lewiston/Auburn Area	[1]4.5 [2]2.1	15-20	25
Falmouth/Portland Area	[1]4.4 [2]2.2	20-30	35
Augusta/Gardiner Area	[1]8.7 [2]1.9	Over 30	45

[1] Civilian
[2] Military

51. Complete the tables below to indicate the civilian educational opportunities available to service members stationed at the air station (to include any outlying fields) and their dependents:

51.a. List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DODDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT score of the class that graduated in 1993, and the number of students in that class who enrolled in college in the fall of 1994.

Institution	Type	Grade Level(s)	Special Education Available[1]	Annual Enrollment Cost per Student[2]	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ[3]	Source of Info
Lewiston High School	Public	9-12	Yes	4,057	V421/ M461	49%	Guidance
Lewiston Jr. High School	Public	7-8	Yes	3,264	NA	NA	NA
Lewiston Elementary School	Public	K-5	Yes	[4]	NA	NA	NA
Lewiston Elementary School	Public	K-6	Yes	[4]	NA	NA	NA
Wiscasset High School	Public	9-12	Yes	[4]	NA	NA	NA
Wiscasset Middle School	Public	5-8	Yes	[4]	NA	NA	NA
Wiscasset Primary School	Public	Pre-4	Yes	3,447	V449/ M506	60%	Guidance
Lisbon High School	Public	9-12	Yes	4,499	V436/ M466	43%	Guidance
Freeport High School	Public	9-12	Yes	4,595	V461/ M542	62%	Guidance
Freeport Middle School	Public	6-8	Yes	3,593	NA	NA	ME Dept of Ed.
Mast Landing School, Freeport	Public	3-5	Yes	[4]	NA	NA	ME Dept of Ed.

Institution	Type	Grade Level(s)	Special Education Available[1]	Annual Enrollment Cost per Student[2]	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ[3]	Source of Info
Morse Street School, Freeport	Public	PreK-2	Yes	[4]	[4]	[4]	[4]
Yarmouth High School	Public	9-12	Yes	4,595	V470/ M505	79%	Guidance
N. Yarmouth Academy	Private	7-12	Some	Varies	[4]	[4]	[4]
Nursery Schools (62)	Private	Preschool	N/A	Varies 2,000-4,000	NA	NA	NYNEX Directory
Brunswick High School	Public	9-12	Yes	4,595	V458/ M487	69%	Guidance
Brunswick Jr. High School	Public	7-8	Yes	3,574	NA	NA	NA
Coffin School, Brunswick	Public	K-6	Yes	3,574	NA	NA	NA
Hawthorne School, Brunswick	Public	K-6	Yes	3,574	NA	NA	NA
Longfellow School, Brunswick	Public	K-6	Yes	3,574	NA	NA	NA
Jordan Acres, Brunswick	Public	K-6	Yes	3,574	NA	NA	NA
St. Johns School, Brunswick	Private	K-8	Limited	1,525-2,150	NA	NA	NA
Morse High School, Bath	Public	10-12	Yes	4,595	V416/ M471	63%	Guidance
Bath Jr. High School	Public	7-9	Yes	3,339	[4]	[4]	Guidance
Fisher-Mitchell, Bath	Public	K-4	Yes	[4]	[4]	[4]	Guidance
Dike-Newell, Bath	Public	K-4	Yes	[4]	[4]	[4]	Guidance
Huse, Bath	Public	5-6	Yes	[4]	[4]	[4]	Guidance
Children's School of Arts and Science, Bath	Private	PreK-9	No	1,800-4,750	[4]	[4]	Principal

Institution	Type	Grade Level(s)	Special Education Available[1]	Annual Enrollment Cost per Student[2]	1993 Avg SAT/ ACT Score	% HS Grad to Higher Educ[3]	Source of Info
Hyde School, Bath	Private	9-12	Limited	18,000		90%	Guidance
Mt. Ararat H.S., Topsham	Public	7-12	Yes	4,595	V432/ M499	60%	Guidance
Williams-Cone, Topsham	Public	K-6	Yes	[4]	[4]	[4]	Guidance
Woodside, Topsham	Public	K-6	Yes	[4]	[4]	[4]	Guidance
W. Harpswell	Public	K-6	Yes	[4]	[4]	[4]	Guidance
Harpswell	Public	K-6	Yes	[4]	[4]	[4]	Guidance

[1] Under the provisions of the Individual Disabilities Education Act, all states (public schools) are mandated to provide Special services to any child as needed. The services include but are not limited to:

- Occupational Therapy and Physical Therapy
- Special Education in the regular classroom
- Special education in a resource room setting
- Adaptive services
- Chapter I -Reading and/or mathematics
- Psychological services
- Speech and hearing
- Treatment services off the school premises if deemed essential

[2] Annual enrollment cost for private schools are tuition costs. Annual enrollment cost for public schools represent support provided through tax revenue (there is no direct cost to the families of the students).

[3] Higher Education is defined as vocational, junior college (2 years), and college (4/4+ years).

[4] Blanks indicate no response from the school.

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Bowdoin College, Brunswick	Day Yes	No	No	No	Yes - B	No
	Night No	No	No	No	No	No
Bates College, Lewiston	Day Yes	No	No	No	Yes - B	No
	Night No	No	No	No	No	No
University of So. Maine, Portland	Day Yes	No	No	No	Yes - Assoc./BA /BS	Masters
	Night Yes	No	No	No	Yes - Assoc./BA /BS	Masters
University of So. Maine, Lewiston-Augburn	Day Yes	No	No	No	Yes	No
	Night Yes	No	No	No	Yes	No
Westbrook College, Portland	Day Yes	No	No	No	Yes	No
	Night Yes	No	No	No	Yes	No
Maine School of Art, Portland	Day Yes	No	No	Yes	Yes	No
	Night Yes	No	No	Yes	No	No
Husson College, So. Portland	Day Yes	No	No	Yes	Yes	No
	Night Yes	No	No	Yes	Yes	No

51.b. List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Bowdoin College, Brunswick	Day Yes				Yes - B	No
	Night No					
Bates College, Lewiston	Day Yes				Yes - B	No
	Night No					
University of So. Maine, Portland	Day Yes				Yes - Assoc./BA /BS	Masters
	Night Yes				Yes - Assoc./BA /BS	Masters
University of So. Maine, Lewiston-Augburn	Day Yes				Yes	No
	Night Yes				Yes	No
Westbrook College, Portland	Day Yes				Yes	No
	Night Yes				Yes	No
Maine School of Art, Portland	Day Yes			Yes	Yes	No
	Night Yes			Yes	No	No
Husson College, So. Portland	Day Yes			Yes	Yes	No
	Night Yes			Yes	Yes	No

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Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mid-State College, Auburn	Day Yes	No	No	Yes	Yes	No
	Night Yes	No	No	Yes	Yes	No
Southern Maine Technical College, So. Portland	Day Yes	No	Yes	Yes	Yes - A	No
	Night Yes	No	Yes	Yes	Yes - A	No
Central Maine Technical College, Auburn	Day Yes	No	Yes	Yes	Yes - A	No
	Night Yes	No	Yes	Yes	Yes - A	No
Andover College, Portland	Day Yes	No	No	Yes	Yes - A	No
	Night Yes	No	No	Yes	Yes - A	No
Casco Bay College, Portland	Day Yes	No	No	Yes	Yes - A	No
	Night Yes	No	No	Yes	Yes - A	No
University of Maine at Augusta	Day Yes	No	No	Yes	Yes	Yes
	Night Yes	No	No	Yes	Yes	Yes
Merrymeeting Regional Adult Education, Topsham	Day Yes	Yes	No	No	No	No
	Night Yes	Yes	No	No	No	No
Vocational Region Ten, Brunswick	Day Yes	No	Yes	No	No	No
	Night Yes	No	Yes	No	No	No

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mid-State College, Auburn	Day Yes			Yes	Yes	No
	Night Yes			Yes	Yes	No
Southern Maine Technical College, So. Portland	Day Yes		Yes	Yes	Yes - A	
	Night Yes		Yes	Yes	Yes - A	
Central Maine Technical College, Auburn	Day Yes		Yes	Yes	Yes - A	
	Night Yes		Yes	Yes	Yes - A	
Andover College, Portland	Day Yes			Yes	Yes - A	
	Night Yes			Yes	Yes - A	
Casco Bay College, Portland	Day Yes			Yes	Yes - A	
	Night Yes			Yes	Yes - A	
University of Maine at Augusta	Day Yes			Yes	Yes	Yes
	Night Yes			Yes	Yes	Yes
Merrymeeting Regional Adult Education, Topsham	Day Yes	Yes				
	Night Yes	Yes				
Vocational Region Ten, Brunswick	Day Yes		Yes			
	Night Yes		Yes			

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Institution	Type Classes		Program Type(s)				
			Adult High School	Vocational/ Technical	Undergraduate		Graduate
					Courses only	Degree Program	
Bailey Evening School, Bath	Day	No	No	No	No	No	No
	Night	Yes	Yes	No	No	No	No
Augusta Vocational School	Day	Yes	No	Yes	No	No	No
	Night	Yes	No	Yes	No	No	No
Portland Regional Vocational Technical School	Day	Yes	No	Yes	No	No	No
	Night	Yes	No	Yes	No	No	No
Freeport Community Education	Day	Yes	Yes	No	No	No	No
	Night	Yes	Yes	No	No	No	No
Wiscasset Adult Education	Day	No	No	No	No	No	No
	Night	Yes	Yes	No	No	No	No
Lewiston Adult Education	Day	Yes	Yes	Yes	No	No	No
	Night	Yes	Yes	No	No	No	No
Shelter Institute, Bath	Day	Yes	No	Yes	Yes	No	No
	Night	Yes	No	Yes	Yes	No	No
Portland Community/ Adult Education	Day	Yes	Yes	Yes	No	No	No
	Night	Yes	Yes	Yes	No	No	No

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Bailey Evening School, Bath	Day No					
	Night Yes	Yes				
Augusta Vocational School	Day Yes		Yes			
	Night Yes		Yes			
Portland Regional Vocational Technical School	Day Yes		Yes			
	Night Yes		Yes			
Freeport Community Education	Day Yes	Yes				
	Night Yes	Yes				
Wiscasset Adult Education	Day No					
	Night Yes	Yes				
Lewiston Adult Education	Day Yes	Yes	Yes			
	Night Yes	Yes				
Shelter Institute, Bath	Day Yes		Yes	Yes		
	Night Yes		Yes	Yes		
Portland Community/ Adult Education	Day Yes	Yes	Yes			
	Night Yes	Yes	Yes			

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mercy Hospital (Nurses Trng)	Day Yes	No	No	No	[1] Yes	No
	Night Yes	No	No	No	[1] Yes	No

[1] Diploma program.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Mercy Hospital (Nurses Trng)	Day Yes				[1]	
	Night Yes				[1]	

[1] Diploma program.

51.c. List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all boxes as applies.

Institution	Type Classes	Program Type(s)				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
New Hampshire College	Day No			No	No	No
	Night Yes			Yes	Yes	Yes
	Corres-pondence No					
Embry-Riddle Aeronautical University	Day No			No	No	No
	Night Yes			Yes	Yes	Yes
	Corres-pondence					

52. Spousal Employment Opportunities

Provide the following data on spousal employment opportunities.

NAS Brunswick feels that there are adequate spousal employment opportunities in the area, albeit at a lower rate of pay than in a major metropolitan area.

1. The nature of required data kept by the FSC makes it impossible, unfortunately, to provide the kind of data required. The FSC Semi-Annual Reports break down data entirely differently. The FSC cannot break down Spouse Employment services by professional area. The totals are based on client contacts rather than number of spouses. The break down of spouse employment statistics for FY91, for example are as follows:

- one on one counseling - 216
- providing information - 710
- other spouse employment services - 645
- referrals to employers, education, etc. - 287
- placed in jobs - 118

Therefore, the FSC could count 118 as job placements or 216 as individual counseling, but that would not include other kinds of professional services provided. We could count 1,976 as all career services provided spouses in FY91, but obviously some spouses may have had more than one kind of service. Most spouses are able to find employment, but not necessarily at the rate of pay to which they are accustomed.

2. The FSC does not have statistics at all for 1992 and 1993 because the Spouse Employment position was vacated early in 1992 and has remained vacant due to civilian end strength reductions by CINCLANTFLT. The FSC continued to provide some limited services through the Transition Assistance Management Program (TAMP) to spouses who came in, but those statistics disappeared into TAMP.

Skill Level	Number of Military Spouses Serviced by Family Service Center Spouse Employment Assistance			Local Community Unemployment Rate
	1991	1992	1993	
Professional	See above			
Manufacturing				

Clerical				
Service				
Other				

53. Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Military member's primary medical care, as well as specialty medical care, is coordinated by the Branch Medical Clinic, Brunswick. Access to primary care does not pose any problems for active duty personnel as all primary care is provided by the Branch Medical Clinic. However, access to specialty care and assuring continuity of specialty care is difficult to coordinate. In accordance with BUMED guidelines, non-urgent specialty care must be provided by the nearest available military facility. Most non-urgent specialty care is available at NAVHOSP Newport. Because travel to Newport requires driving through rush hour traffic of a major metropolitan area (i.e., Boston), appointments are limited to the hours of 0930-1130 and 1300-1500. Travel time between Newport and Brunswick is approximately 3½ hours. When non-urgent specialty care is not available at NAVHOSP Newport, care is coordinated with NNMC Bethesda and the MEDEVAC system provides transportation. Currently, MEDEVAC provides two flights/week. Coordination of specialty appointments coincidental with MEDEVAC flights results in military patients being away from their workspace from 5 to 7 days. Urgent and emergent specialty care is readily available in the local community. Use of local community specialty care for non-urgent purposes is cost prohibitive, in most cases.

Active duty personnel do not have difficulty with access to dental care. Routine examinations, treatment, and emergency care are available through the branch dental clinic. If required, specialty referrals are made to Naval Dental Center, Newport, RI.

54. Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.

Military family members have excellent access to civilian medical care through the Uniformed Services Treatment Facility (USTF) Family Health Plan.

Military family members have severely limited access to **military medical care** in this area due to limited professional staffing of the Branch Medical Clinic. Few daily acute care appointments are available to military family members and retirees after it is assured that all active duty medical needs are met. However, military family members have excellent access to relatively inexpensive civilian medical care in the local community. The majority of military family members residing within the 40-mile radius catchment area are enrolled in the USTF Family Health Plan, a DOD-contracted participation agreement with Martin's Point Health Care System. Additionally, the Branch Medical Clinic is aggressively developing their Health Care Finder Program. CHAMPUS and participating agreements have recently been established with 52 civilian providers and health care facilities in the local community and another 65 agreements are being processed.

Military family member care is readily available through the Delta Dental program. The Branch Dental Clinic maintains a current list of area dentists who accept Delta Dental. Military family members are seen in the Branch Dental Clinic for overseas screening and for emergency care only if the civilian practitioner cannot be reached.

SUMMARY

Access to health and dental care for military family members in the Brunswick area is ***excellent*** *because of the Uniformed Services Treatment Facility (USTF) Family Health Plan at Martin's Point Health Care System and the large civilian medical and dental provider base accepting CHAMPUS and the Delta Dental Plan.*

55. Complete the table below to indicate the crime rate for your air station for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in NCIS - Manual dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should include 1) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; and 2) all reported criminal activity off base.

REMARKS:

Crime in the vicinity of NAS Brunswick is an absolutely insignificant matter compared to crime rates associated with Naval Stations and Naval Air Stations in the vicinity of major metropolitan areas. Most of us don't even bother to lock our doors.

1. **Crimes/Incidents Statistics**: All statistics provided indicate crimes/incidents reported to the NAS Brunswick Security Department, they do not reflect convictions.

2. **Definitions**:
Base Personnel - Military: Crimes/incidents reported as occurring on station which involved active duty or reserves in an active duty status.
Base Personnel - Civilian: Crimes/incidents reported as occurring on station which involved spouses/children of active duty/retired personnel, DOD employees, contractors, and civilian guests.
Off Base Personnel - Military: Crimes/incidents reported as occurring off station which involved active duty or reserves in an active duty status.
Off Base Personnel - Civilian: Crimes/incidents reported as occurring off station which involved spouses/children of active duty/retired personnel and DOD employees.

3. **Town of Brunswick Police Department Report CY 1991, 1992, 1993**: Provides amplifying data for Town of Brunswick statistics. Variations in numbers between the Town of Brunswick and the Naval Air Station are because the town records arrests and the base records all crimes/incidents reported. Also, crimes/incidents are reported to the Town of Brunswick only or only to the base depending on the location of the crime/incident.

Blanks indicate that information was not available.

Crime Definitions	CY 1991	CY 1992	CY 1993
1. Arson (6A)			
Base Personnel - military	0	2	1
Base Personnel - civilian	2	0	1
Off Base Personnel - military	1	1	1
Off Base Personnel - civilian	0	1	2
2. Blackmarket (6C)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)			
Base Personnel - military	1	1	
Base Personnel - civilian	0	0	
Off Base Personnel - military	0	0	
Off Base Personnel - civilian	0	1	

Blanks indicate that information was not available.

Crime Definitions	CY 1991	CY 1992	CY 1993
1. Arson (6A)			
Base Personnel - military	0	2	1
Base Personnel - civilian	2	0	1
Off Base Personnel - military	1	1	1
Off Base Personnel - civilian	0	1	2
2. Blackmarket (6C)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
3. Counterfeiting (6G)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
4. Postal (6L)			
Base Personnel - military	1	1	
Base Personnel - civilian	0	0	
Off Base Personnel - military	0	0	
Off Base Personnel - civilian	0	1	

R

Crime Definitions	CY 1991	CY 1992	CY 1993
5. Customs (6M)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)			
Base Personnel - military	1	0	
Base Personnel - civilian	0	0	
Off Base Personnel - military	1	0	
Off Base Personnel - civilian	1	1	
7. Larceny - Ordnance (6R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)			
Base Personnel - military	8	10	12
Base Personnel - civilian	2	8	7
Off Base Personnel - military	1	0	1
Off Base Personnel - civilian	1	0	3

Crime Definitions	CY 1991	CY 1992	CY 1993
5. Customs (6M)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
6. Burglary (6N)			
Base Personnel - military	1	0	
Base Personnel - civilian	0	0	
Off Base Personnel - military	1	0	
Off Base Personnel - civilian	1	1	
7. Larceny - Ordnance (6R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
8. Larceny - Government (6S)			
Base Personnel - military	8	10	12
Base Personnel - civilian	2	8	7
Off Base Personnel - military	1	0	1
Off Base Personnel - civilian	1	0	3

Crime Definitions	CY 1991	CY 1992	CY 1993
9. Larceny - Personal (6T)			
Base Personnel - military	49	30	50
Base Personnel - civilian	15	8	9
Off Base Personnel - military	4	13	17
Off Base Personnel - civilian	7	2	4
10. Wrongful Destruction (6U)			
Base Personnel - military	59	49	51
Base Personnel - civilian	8	11	19
Off Base Personnel - military	23	20	25
Off Base Personnel - civilian	20	24	13
11. Larceny - Vehicle (6V)			
Base Personnel - military	3		
Base Personnel - civilian	1		
Off Base Personnel - military	0		
Off Base Personnel - civilian	0		
12. Bomb Threat (7B)			
Base Personnel - military	2		
Base Personnel - civilian	0		
Off Base Personnel - military	0		
Off Base Personnel - civilian	0		

Crime Definitions	CY 1991	CY 1992	CY 1993
9. Larceny - Personal (6T)			
Base Personnel - military	49	30	50
Base Personnel - civilian	15	8	9
Off Base Personnel - military	4	13	17
Off Base Personnel - civilian	7	2	4
10. Wrongful Destruction (6U)			
Base Personnel - military	59	49	51
Base Personnel - civilian	8	11	19
Off Base Personnel - military	23	20	25
Off Base Personnel - civilian	20	24	13
11. Larceny - Vehicle (6V)			
Base Personnel - military	3		
Base Personnel - civilian	1		
Off Base Personnel - military	0		
Off Base Personnel - civilian	0		
12. Bomb Threat (7B)			
Base Personnel - military	2		
Base Personnel - civilian	0		
Off Base Personnel - military	0		
Off Base Personnel - civilian	0		

Crime Definitions	CY 1991	CY 1992	CY 1993
13. Extortion (7E)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)			
Base Personnel - military	12	11	11
Base Personnel - civilian	7	4	4
Off Base Personnel - military	9	5	10
Off Base Personnel - civilian	2	13	7
15. Death (7H)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	1	0	1
Off Base Personnel - civilian	0	0	0
16. Kidnapping (7K)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Crime Definitions	CY 1991	CY 1992	CY 1993
13. Extortion (7E)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
14. Assault (7G)			
Base Personnel - military	12	11	11
Base Personnel - civilian	7	4	4
Off Base Personnel - military	9	5	10
Off Base Personnel - civilian	2	13	7
15. Death (7H)			
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	1	0	1
Off Base Personnel - civilian	0	0	0
16. Kidnapping (7K)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			

Crime Definitions	CY 1991	CY 1992	CY 1993
18. Narcotics (7N)			
Base Personnel - military	4	1	2
Base Personnel - civilian	0	0	1
Off Base Personnel - military	0	0	1
Off Base Personnel - civilian	0	0	1
19. Perjury (7P)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
21. Traffic Accident (7T)			
Base Personnel - military	17	32	25
Base Personnel - civilian	6	14	14
Off Base Personnel - military	1	7	5
Off Base Personnel - civilian	0	4	2

Crime Definitions	CY 1991	CY 1992	CY 1993
18. Narcotics (7N)			
Base Personnel - military	4	1	2
Base Personnel - civilian	0	0	1
Off Base Personnel - military	0	0	1
Off Base Personnel - civilian	0	0	1
19. Perjury (7P)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
20. Robbery (7R)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
21. Traffic Accident (7T)			
Base Personnel - military	17	32	25
Base Personnel - civilian	6	14	14
Off Base Personnel - military	1	7	5
Off Base Personnel - civilian	0	4	2

Crime Definitions	CY 1991	CY 1992	CY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military			0
Base Personnel - civilian			0
Off Base Personnel - military			0
Off Base Personnel - civilian			1
23. Indecent Assault (8D)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
25. Sodomy (8G)			
Base Personnel - military			0
Base Personnel - civilian			0
Off Base Personnel - military			0
Off Base Personnel - civilian			0

Note: Crime figures displayed on a calendar year vice fiscal year basis because of the local community's inability to provide the information on a fiscal year basis.

Crime Definitions	CY 1991	CY 1992	CY 1993
22. Sex Abuse - Child (8B)			
Base Personnel - military			0
Base Personnel - civilian			0
Off Base Personnel - military			0
Off Base Personnel - civilian			1
23. Indecent Assault (8D)			
Base Personnel - military			
Base Personnel - civilian			
Off Base Personnel - military			
Off Base Personnel - civilian			
24. Rape (8F)			
Base Personnel - military		0	0
Base Personnel - civilian		0	0
Off Base Personnel - military		0	0
Off Base Personnel - civilian		0	0
25. Sodomy (8G)			
Base Personnel - military			0
Base Personnel - civilian			0
Off Base Personnel - military			0
Off Base Personnel - civilian			0

CHAPTER 9

HOUSING IN BRUNSWICK

Brunswick's year round housing stock reached record levels in 1990 with a total of 8,197 units, including 776 units of Naval Base housing. Brunswick's housing stock grew by 35% over 1980 levels of 6,083, more than three times the rate of growth between 1970 and 1980. Compared to population growth between 1980 and 1990 of 20%, it becomes even more apparent that growth in households is outpacing growth in population.

Brunswick's growth in housing stock outpaced Cumberland County's which grew from 82,981 to 100,742 during the decade 1980 to 1990, an increase of 21%.

I. Occupancy Status.

The number of occupied housing units in Brunswick rose 32% during the last decade, while vacant units jumped 103%. Owner - occupied units rose 35%, and now form 60% of all occupied housing. Renter - occupied units increased at a slower rate - 28% - and now constitute 40% of the Town's housing stock.

Although vacant units now form only 5.3% of all housing in Brunswick, according to the census, such units increased during the decade, up from 1980 levels of 3.9%. Area real estate professionals estimate that 1990 vacancy rates may be considerably higher than those indicated by the census: rates as high as 12% to 15% are being discussed. The vacancy rate for Cumberland County according to the census is 8.5%. The Housing Committee is confident that these census figures are also very conservative.

II. Distribution of Housing

Brunswick's new housing growth has been largely in the area of single family homes. Town records indicate that 6,294, or 76.7% of Brunswick's total 8,197 housing units are single family, an increase of 46% over 1980 levels. Approximately 1,105 of the 6,294 single family units are mobile homes on rented lots. Multi-family units (including duplexes) have increased 20% during the same period from 1,579 in 1980 to 1,903 in 1990. It should be noted that these figures differ from the 1990 census estimates but are considered to be more accurate by the Housing Committee.

III. Condition of Housing

Based on current information, it appears that the majority of Brunswick's housing stock is in **good** condition. This estimate is based on age and value from local assessor's records. 37% of the Town's total housing stock is less than 20 years of age. Nearly one-quarter is less than 10 years old. In addition Brunswick's real estate is highly desirable, and most older homes have been well maintained.

The average selling price of a home in Brunswick in 1989 was $153,376 compared to Cumberland County's average sales price of $137,258.

Based on interviews with the Town Assessor and area real estate brokers housing conditions are estimated as follows:

Good Condition: 50%
Fair Condition: 40%
Poor Condition: 10%.

IV. Tenure by Race of Householder.

Although 99% of all owner-occupied housing units in Brunswick are now inhabited by white persons, a somewhat smaller share (96%) of renter units are occupied by whites. Among minority owners, Asians and Indians increased 88% during the decade, while African Americans rose 56% and whites 35%. Among minority renters, African Americans jumped 90%, while Asians and Indians rose 30% and whites 27%.

V. Value of Owner-Occupied Housing.

Between 1980 and 1990, the median value of owner-occupied homes in Brunswick rose 248%, or from $47,100 to $117,300. Units priced at less than $50,000 declined over 90% in number, while those valued at $110,000 or more jumped over 1000% in numbers. Units priced in the $50,000 range fell 80% in number, while those valued at $60,000 to $99,999 rose 56%.

VI. Contract Rent of Renter-Occupied Housing.

Within the last decade, the median contract rent of renter-occupied units in Brunswick more than doubled from $212 per month to $430. Units renting for less than $300 fell 7.1%, while those with rents of $300 to $349 rose 39%; $350 to $399 jumped 618%, and $400 to $499 exploded 3100%. Units with no cash rent fell 10% in number.

Affordable Housing Characteristics.

Owner Occupied:

Brunswick's cost of housing is unquestionably high. Based on computer printout information from the Assessing Department, single family homes were listed by value and adjusted for the Town's assessment level of 84%. These values were then compared to the affordability guidelines for the region provided by the Department of Economic and Community Development. The results were as follows:

Very Low Income: Brunswick has 1,095 homes with a market value of $28,800 or less (17.4% of total housing stock).

Low Income: Brunswick has 447 houses valued between $28,800 and $52,600 for a total of 7.1% of its housing stock.

Moderate Income: 1,920 homes or 30.5% of total housing is $52,600 to $102,800.

Above Moderate: 2,832 homes or 45% of the total housing stock is valued above $102,800.

Census figures for housing value are even more alarming than Town information when viewed in terms of affordable housing. However, the following census figures do not include mobile homes on rented lots.

There are reportedly only 21 owner occupied units available for under $30,000.

There are reportedly only 50 units available that are valued at between $30,000 and $50,000.

There are reportedly only 938 units available that are valued at between $50,000 and $100,000.

The remainder of Brunswick's housing units are valued at between $100,000 and over. The median value for a single family unit is $117,300, according to the 1990 census.

Analyzing the assessing department figures one realizes that in Brunswick, a home with a value of $28,800 or less is certainly a mobile home in a mobile home park. Mobile home park rents are currently averaging $175.00 per month for a base fee. Fees go up depending upon the number of children in a family, whether the family has a pet or pets, the number of visitors to the home, whether any of the park residents or their visitors are found to be speeding in the park, etc. Additional fees can be as much as $50.00 per month.

This added cost effectively pushes nearly all homes in the very low income bracket into the low income group, and undoubtedly pushes many low income homes on rented lots into the moderate category.

This situation is exemplified as follows: a home owner paying $175.00 per month in lot rent would be able to cover an additional $17,000 in mortgage payments IF THEY WERE NOT PAYING A LOT RENTAL FEE. Yet land costs force most mobile home owners into a rental park setting.

Based on on family levels for Cumberland County and corrections for the costs of lot rental, Brunswick therefore meets or falls short of the affordable housing goals as follows:

Cumberland County Affordability Cat. and % goal	Brunswick Owner Occupied Housing	Difference
Very Low Income = 28%	0%	(28%)
Low Income = 20%	14%	(6%)
Mod Income = 33%	41%	8%

Renter Occupied:

There are currently 3,071 renter occupied units in Brunswick. The rental cost of these units falls into two categories: current rent and market rent. Current rent is the most recent amount of rent paid. Current rent may not reflect the true market rent, which is the monthly rent an apartment or home would bring if exposed to the open market for a reasonable period of time. Current rent is often lower than market rent in instances where a tenant has occupied a rental unit for a long period of time and the rent charged has not been maintained at a market level.

The 1990 Census gives broad information regarding rental costs, but it does not break this information out by bedroom size, number, or condition of the unit. However, based on the 1990 Census, the following can be determined about rental affordability in Brunswick. Census information for units above $500 has been supplemented by housing subcommittee research.

Brunswick

Cumberland County Affordability Category		Brunswick Number Rental Units	Percent	Difference W/State Afford. Goals
V.Low	$0 - 310	552+ 308*	18% or 28%*	0%
Low	$311 - 570(500)	1,222	40%	20%
Mod.	$571(501+) - 1100	938	31%	(2%)
Abv Mod.	$1100 - up	35est.	1%	N/A

*This number includes 308 units for which there is "no cash rent" paid. For the purpose of this document, these are assumed to be available subsidized units for very low income families.

SUMMARY OF AFFORDABLE HOUSING AVAILABILITY

Based on the census and local research, it can be said that Brunswick has a shortage of Very Low Income Owner Occupied housing of 28% but meets the States goals in this category with rental housing.

Housing for Low Income families appears to be adequate by State standrds. There is a 6% shortage in owner occupied units (when mobiles or rental lots are included) but a 20% "surplus" in rental units in this category.

Moderate Income family housing also appears adequate. 41% of owner occupied housing is valued at this level and 31 % of rental housing meets this guideline.

These apparently favorable statistics show that there is a good supply of affordable housing in Brunswick. However, this supply for very low and low income families is primarily subsidized rental housing and mobile homes on rented lots. The people in these income groups are typically locked into these rental situations with little hope of breaking into home ownership.

When looking strictly at housing availability, without concern for whether it is owner occupied or rental housing, middle income families may be the real losers in Brunswick's housing market. Subsidies help finance housing costs for low income families while those who can afford to pay higher housing costs have little trouble finding the kind of housing they desire. This leaves the middle income family struggling to find an affordable suitable housing.

Due to current market conditions, housing is more affordable in Maine than it has been in over a decade. However, the National Association of Realtors Housing Affordability for the end of 1990, Maine, non-SMSA (standard metropolitan statistical area) indicates that the family making the median family income of $32,600 has only 64% of the income necessary to buy the median priced home of $118,000.

Brunswick's property values have declined approximately 5-10% in the last two years. Prior to 1990 Brunswick real estate appreciated an average of 8% per year over a 25 year period. Rentals have not been more available, or more affordable, at any time in the last 10 years. Despite this current affordability, Brunswick real estate values are likely to continue their upward trend for the long term.

The housing subcommittee recommends that concerted efforts be made to increase affordable housing opportunties for Brunswick families by streamlining the approval process, providing density bonuses, tax incentives, and other creative programs. Market forces alone with not solve the affordable housing problem.

VII. General Housing Conditions.

A comparison of 1990 and 1980 U.S. Census data for the Town of Brunswick reveals the following:

1. Year structure built - Brunswick now has a much higher proportion of new homes, due to a great surge in home construction during the last ten years.

Year Structure Built	1980	1990	% Change
Year-round Housing Units	6071	8179	+35.0
1-9 years ago	1305	2487	+90.6
10-19 years ago	887	1261	+42.2
20-29 years ago	983	848	-13.7
30-39 years ago	756	1143	+51.2
40 years ago or earlier	2140	2458	+14.9

2. Bedrooms - Brunswick homes have grown considerably large during the last decade, with 4 bedroom and 2 bedroom homes increasing the fastest.

Number of Bedrooms	1980	1990	% Change
No bedroom	145	108	-25.5
1 bedroom	896	1145	+27.8
2 bedrooms	1881	2489	+32.3
3 bedrooms	2127	2693	+26.6
4 bedrooms	844	1546	+83.2
5 or more bedrooms	178	216	+21.3

3. Utilities - Although homes served by public water and sewer predominate in Brunswick, houses in outlying areas depending on wells and septic systems have grown faster during the last ten years. Although fuel oil and kerosene are still the major house heating fuels, use of electricity and bottled gas has grown more rapidly since 1980.

Utility	1980	1990	% Change
Total housing units	6071	8197	+35.0
Water Supply:			
Public System or Private Co.	4872	6266	+28.6
Indiv. Drilled Well	719	1551	+115.7
Indiv. Dug Well	343	231	-32.7
Other Source	137	149	+8.8
Sewerage:			
Public Sewer	4188	5539	+32.3
Septic Tank or Cesspool	1854	2592	+39.8
Other means	29	66	+117.6
House Heating Fuel:			
Bottled Gas	21	105	+400.0
Electricity	512	1462	+185.5
Fuel Oil, Kerosene	4902	5634	+14.9
Wood	352	398	+13.1
Other Fuels	56	112	+100.0

4. Selected Characteristics - Brunswick now has 49 homes lacking complete plumbing facilities, 18 lacking complete kitchen facilities, and 83 lacking telephones. There are now 382 condominium housing units within the town.

5. Vehicles Available - Although homes with two or more vehicles in Brunswick have grown much more rapidly than those with only one or no vehicles, there are still residents of 717 homes who must depend on public vans or friends for transportation.

Vehicles Available	1980	1990	% Change
Occupied housing units	5843	7711	+32.0
No vehicles	754	717	-4.9
1 vehicle	2617	2832	+8.2
2 vehicles	1852	3241	+75.0
3 or more vehicles	620	921	+48.5

6. Selected Monthly Owner Costs - The vast majority of Brunswick's mortgaged homes now have selected costs exceeding $700 per month, with a median of $913. Comparable costs of homes without a mortgage generally exceed $200, with a median of $275.

Selected Monthly Owner Costs	1980	1990	% Change
Specified Owner-Occupied Units	2237	2856	+27.7
With a Mortgage	1433	1852	+29.2
Less than $300	419	45	-89.3
$300 - 499	680	179	-73.7
$500 - 699	274	381	+39.1
$700 or more	60	1247	+1978.3
Not Mortgaged	804	1004	+24.9
Less than $100	45	---	---
$100 - 199	491	148	-69.1
$200 - 299	133	481	+261.7
$300 or more	135	375	+177.8

7. Gross Rent - Most of Brunswick's rental units now have gross rents exceeding $300, with a median rent of $478, which is between 25 and 29% of household income.

Gross Rent	1980	1990	% Change
Specified renter-occupied Units	2341	3041	+29.9
Less than $200	571	287	-49.7
$200 - 299	896	160	-82.1
$300 - 499	472	1044	+121.2
$500 or more	20	1228	+6040.0
No Cash Rent 382	322	-15.7	

TABLE 1

OCCUPANCY STATUS OF BRUNSWICK HOUSING UNITS, 1980-1990

(Number of Housing Units)

Occupancy Status	1980	1990	% Change
Total:	6083	8197	+34.8
Occupied	5843	7711	+32.0
Owner	3438	4640	+35.0
Renter	2405	3071	+27.7
Vacant	240	486	+102.5
For Rent	80	108	+35.0
For Sale Only	47	88	+87.2
Rented or sold, not occupied	27	35	+29.6
For seasonal, recreational, or occasional use	20	184	+820.0

Source: U.S. Census of Housing

TABLE 2

TENURE BY RACE OF HOUSEHOLDER IN BRUNSWICK, 1980-1990

(Number of Occupied Units)

Tenure by Race	1980	1990	% Change
Owner Occupied	3438	4640	+35.0
White	3412	4594	+34.6
African American	9	14	+55.5
American Indian	4		
Asian	17	22	+88.0
Other Race	6		
Renter Occupied	2405	3071	+27.7
White	2321	2937	+26.5
African American	41	78	+90.2
American Indian	8		
Asian	43	35	+30.2
Other Race	13		

Source: U.S. Census of Housing

TABLE 3

VALUE OF OWNER-OCCUPIED HOUSING UNITS IN BRUNSWICK, 1980-1990

Value	(Number of Units) 1980	1990	% Change
Total:	2237	2878	+28.7
Less than $15,000	88	7	-92.0
$15,000 - $19,999	56	3	-94.6
$20,000 - $24,999	86	4	-95.3
$25,000 - $29,999	109	7	-93.6
$30,000 - $34,999	186	4	-97.8
$35,000 - $39,999	230	7	-97.0
$40,000 - $49,999	514	39	-92.4
$50,000 - $59,999	327	66	-79.8
$60,000 - $69,999	560	872	+55.7
$100,000 - $149,000	69	1052	+1424.6
$150,000 - $199,999	11	480	+4263.6
$200,000 - or more	1	337	+33600.0
(Median)	$47,100	$117,300	248.0

Source: U.S. Census of Housing

TABLE 4

CONTRACT MONTHLY RENT OF RENTER-OCCUPIED HOUSING UNITS

IN BRUNSWICK, 1980 - 1990

Contract Rent	(Number of Units) 1980	1990	% Change
Total:	2335	3020	+29.3
Less than $100	277	116	-58.1
$100-$149	210	153	-27.1
$150-$199	360	104	-61.1
$200-$249	543	83	-84.7
$250-$299	334	96	-71.3
$300-$349	161	223	+38.5
$350-$399	50	359	+618.0
$400-$499	20	640	+3100.0
$500 or more	4	938	+23350.0
No cash rent	376	308	-10.1
(Median)	$212	$430	+102.8

Source: U.S. Census of Population

BRUNSWICK NAS, ME ◇ **KNHZ** N 43°53.6'N 69°56.4'W 75 UTC-5(-4DT) **H-3J, L-26G**

(B) **RWY-01L** L4,10——————(8000x200 ASP S151 T196 ST175 TT294)——————L4,10 **RWY-19R**

RWY-01R L6,7,8,10,11,12——(8000x200 ASP S189 T246 ST175 TT368)——L6,7,8,10,11,12 **RWY-19L**

——————————————————————————— E-28(B) (1250')

SERVICE – **LGT** - Mobile OLS avbl 30 min PN. **A-GEAR** - 30 min ntc rqr for rigging. **JASU** – 3 (NC-8A-1) 2 (NC-10B-1) 10 (NC-10C) 9 (GTC-85) **FUEL** - Avbl 1100-0300Z++ dly. 100LL – Avbl thru Flying Club 48 hr PN C207-729-4049; J5 O-128-133-156 SP LHOX **TRAN ALERT** – No priority basis. Ltd scvg/maint. Exp 90 min delay de-icing.

REMARKS – **RSTD** – PPR mandatory exm NALO, AEGIS, VQ/CNO MSN, V476-2682, C207-921-2682. Flt over WEPS compound SE of fld proh. **CAUTION** – Deer in vcnty of rwy after SS. Hvy bird act in vcnty of arpt. Dur win months, do not mistake parl twy for rwy. **TFC PAT** -- Rgt tfc Rwy 01. **CSTMS/AG/IMG** – Avbl 1200-2130Z++ Mon-Fri, 24 hr PN rqr. Enter nr of non-active duty mil rqr CSTMS in rmk of flt plan.

COMMUNICATIONS – **ATIS** - 250.1 **FSS-BANGOR BGR-NOTAM NHZ** **APP/DEP CON** – **(R)** Opr 1100-0400Z++, OT ctc BOSTON CENTER 124.25 290.5 293°-111°, 128.2 322.4 112°-292° **(E)** 118.15 263.6 **TWR** – **(E)** 119.6 340.2 **GND CON** – 126.2 352.4 **CLNC DEL** – 126.2 360.2 **BASE OPS** – 257.5 **PMSV: METRO** – 264.0

ILS/RADAR – **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

PEASE INTL TRADE PORT, NH ◇ **KPSM** P(ANG) 43°04.7'N 70°49.4'W 101 UTC-5(-4DT) **H-3J, L-25D-26F**

(B) **RWY-16** L6,7,8,9,10——(11,318x300 ASP/CON/PFC S120 T175 ST175 SBTT549 TT443 TDT770 DDT707-PCN 53 R/B/X/T)——L6,7,8,9,10 **RWY-34**

SERVICE – **LGT** – Rwy 34 VASI not coincidental with ILS. **JASU** – (A/M 32A-86) 9(AM32-95) 5(MA-1A) **FUEL** – A+ (Trans-Oceanic, Inc) (NC-100LL) O-148 SOAP PRESAIR De-Ice LHOX **TRAN ALERT** – Maint and parts support extremely ltd. No fleet svc avbl. No drag chute repack. Nml hr 1200-2100Z++ Mon-Fri, exc hol.

REMARKS – Attended 1000-0300Z++ Mon-Fri; 1200-2300Z++ Sat; 1200-2400Z++ Sun. **RSTD** – PPR, OFFL BUS ONLY. Ctc ANG Comd Post V852-2459 C603-430-2459, fax extn 3135. No practice lo apch or touch and go ldg 0400-1200Z++ dly or before 1700Z++ Sun or dur snow removal opr. Acft with haz cargo ctc twr 60 NM out. **CAUTION** – Exer increased vigilance dur IFR apch in VFR cond due to extv unctl general avn tfc at Littlebrook Arpt on PSM 052/4.4 NM. Bird and deer haz. **TFC PAT** – Rectangular – 1499' AGL – Overhead 1999' AGL – lgt acft 999' AGL. **NS ABTMT** – Maint hdg to 1100' or to end of rwy on dep. Establish final apch 2 NM fr rwy thld, min alt 700'. Avoid close in base legs/apch. **CSTMS/AG/IMG** – Avbl 1200-0200Z++ Mon-Fri, call C603-433-0737 with 2 hr PN. Sat-Sun svc prior to 2100Z++ if workload permits. **MISC** – Do not vent fuel or initiate afterburner on any blacktop sfc. See FLIP AP/1 Supplementary Arpt Rmk. Ctc ANG OPS 20 min prior to ldg. Rwy 16-34 1000' concrete ea end, remainder asphalt. No 180° turns on asphalt/PFC exc when drct by ATC. Ldg fee for tran acft over 12,500 lb.

COMMUNICATIONS – **SFA** **UNICOM** – 122.95 **ATIS** – Opr 1100-0500Z++. 273.5 **FSS-BANGOR BGR-NOTAM PSM** **MANCHESTER APP/DEP CON** – **(R)** 118.8 363.8 **TWR** – **(E)** 128.4 255.9 **GND CON** – 120.95 275.8 **CLNC DEL** – 335.8 **157 AREFG ANG OPS** – 134.1 287.3 (PACK CONTROL)

NAVAIDS – **VORTACW** – (L) 116.5 PSM CH 112 43°05.1'N 70°49.9'W At Fld. 052° 4.4 NM to Littlebrook Air Park, ME. 356° 12.6 NM to Skyhaven. 100/16°00'W No-NOTAM MP: 1230-1630Z++ Mon (1500/3+1).

VOR unuse 070°-130° byd 35 NM blw 3000'

ILS/RADAR – **ILS** – BC unuse. No-NOTAM MP: 1230-1630Z++ Wed (1500/3+1).

BANGOR INTL, ME ◇ **KBGR** P (ANG NG) 44°48.4'N 68°49.7'W 192 UTC-5(-4DT) **H-3J, L-26G**

(B) **RWY-15** L6,7,8,11——————————————————————(11,439x300 CON S100 T210 ST175 TT400-PCN 71 R/B/W/T)——————————————————————L5,6,8,11 **RWY-33**

SERVICE – LRA **JASU** – 1(MD-3) 1(MC-11) (MA-1A) **FUEL** – A, A+ (Bangor Arpt Department, defuel/reservice) J4(Mil) (NC-100LL) O-133-148(Mil) SP PRESAIR LPOX LOX

REMARKS – **CAUTION** – Deer haz. **MISC** – Rwy 15-33 grooved. **(ANG)** – PPR V698-7788. Ltd tran maint avbl 1300-2000Z++ Mon-Fri exc hol. RCR avbl dur nml duty hr. Exp refuel delay. **(NG)** – Opr 1230-2100Z++ Mon-Fri exc hol. Ltd maint. J4. PPR May-Oct svc V698-7257

COMMUNICATIONS – **SFA** **UNICOM** – 122.95 **ATIS** – 127.75 **FSS-BANGOR** **BGR-DL-NOTAM BGR RDO** – **(E)** 122.2 122.25 114.8T 255.4 **APP/DEP CON** – **(R)** Class C Airspace (124.5 390.9 335°-154°) (125.3 239.3 155°-334°) **TWR** – **(E)** 120.7 257.8 **GND CON** – 121.9 348.6 **CLNC DEL** – 135.9 348.6 **ANG OPS** – 238.2 **NG OPS** – Dur opr hr. (41.20 FM)

NAVAIDS – **VORTAC** – (H) 114.8 BGR CH 95 44°50.5'N 68°50.8'W 157° 1.9 NM to Fld. 071° 11 NM to Dewitt Fld Old Town Muni. 360/19°00'W HIWAS **TOTTE NDB** – L 227 BG 44°43.7'N 68°42.8'W 333° 6.9 NM to Fld. 514/19°00'W

VOR unuse 342°-063° blw 2500' 064°-065° byd 16 NM blw 2500'

ILS/RADAR – **ILS** **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

PORTLAND INTL JETPORT, ME ◇ KPWM P 43°38.8'N 70°18.6'W 74 UTC-5(-4DT)

H-3J, L-25D-26G

(B) RWY-11 L5,6,8——————(6800x150 ASP S75 T169 ST175 TT300)——————L5,6,8,9 RWY-29

RWY-18 L4,9,10——————(5001x150 ASP S75 T165 ST175 TT300)——————L4,9,10 RWY-36

SERVICE – LRA **LGT** – When Twr clsd-ACTIVATE-MALSR Rwy 11-29, and REIL Rwy 18-36-CTAF.

FUEL – A, A+ (Maine Aviation Corp 1015-0730Z++, C207-775-5635.) (NC-100LL)

REMARKS – Attended 1100-0300Z++. **RSTD** – Arpt clsd 0930-1030Z++ for fld inspection. Twy A E of Rwy 18-36 clsd to 747 and C5 acft. **CAUTION** – Deer, wildlife and seagull haz. Men and eqpt working adj to rwy ngt, gnd veh monitor 120.9 when twr clsd. **MISC** – Rwy 11-29 PFC.

COMMUNICATIONS – **CTAF** – 120.9 **UNICOM** – 122.95 123.5 **ATIS** – 119.05

FSS-BANGOR BGR-NOTAM PWM **APP/DEP CON** – **(R)** Opr 1100-0500Z++, OT ctc BOSTON CENTER 128.2 322.4. Class C Airspace (125.5 353.9 N) (119.75 381.2 S) **TWR** – Opr 1100-0500Z++, OT ctc BANGOR FSS 120.9. **(E)** 120.9 257.8 **GND CON** – 121.9 **CLNC DEL** – 121.65

NAVAIDS – **ORHAM NDB** – L 394 PW 43°39.2'N 70°26.5'W 112° 5.1 NM to Fld. Unk/17°00'W

ILS/RADAR – **ILS DME** – ILS-BC unuse. **RADAR** – SEE TERMINAL FLIP FOR RADAR MINIMA.

COMMAND	LOCATION	CAPABILITY
NAVMEDCLINIC NORFOLK, VA	APTD, NAS NORFOLK	FULL
NAVHOSP JACKSONVILLE, FL	APTD, NAS CECIL FIELD	FULL
NAVHOSP LONG BEACH, CA	APTD, MCAS EL TORO	FULL
NAVHOSP CORPUS CHRISTI, TX	APTD, NAS CORPUS CHRISTI, TX	FULL
NAVMEDCLINIC PORTSMOUTH, NH	APTD, NAS BRUNSWICK, ME	NO DYNAMIC EJECTION SEAT TRAINING
NAVMEDCLINIC PEARL HARBOR, HI	APTD, NAS BARBERS PT, HI	FULL
NAVHOSP PATUXENT RIVER, MD	APTD, NAS PATUXENT RIVER, MD	FULL
NAVHOSP CHERRY PT, NC	APTD, MCAS CHERRY PT, NC	FULL
NAVHOSP LEMOORE, CA	APTD, NAS LEMOORE, CA	FULL
NAVHOSP OAK HARBOR, WA	APTD, NAS WHIDBEY ISLAND, WA	FULL
NAVAEROSPMEDINST PENSACOLA, FL	APTD, NAS PENSACOLA	FULL
COMPACMISTESTCEN PT MUGU, CA	CREW SYSTEMS BRANCH, NAS PT MUGU	FULL
NAVMEDCLINIC SAN DIEGO, CA	APTD, NAS MIRAMAR	FULL

THE FOLLOWING USAF SITES ARE AUTHORIZED TO CONDUCT NAPTP TRAINING UNDER THE DIRECT SUPERVISION OF A NAVAL AEROSPACE PHYSIOLOGIST:

COMMAND	LOCATION	CAPABILITY
15TH PHYSIOLOGICAL TRAINING FLIGHT	KADENA AB, OKINAWA	NO DYNAMIC EJECTION SEAT TRAINING
USAF REGIONAL MEDICAL CENTER/SGT	WIESBADEN AB, GERMANY	NO DYNAMIC EJECTION SEAT TRAINING

NAVAL AEROSPACE PHYSIOLOGISTS ASSIGNED AS AEROMEDICAL SAFETY OFFICERS (AMSOS) ARE AUTHORIZED TO CONDUCT THE REFRESHER LECTURE PHASES OF THE NAPTP CURRICULUM WHEN DYNAMIC TRAINING DEVICE EVOLUTIONS ARE NOT REQUIRED BY THIS INSTRUCTION.

Figure E-3. Naval Aviation Physiology Training Detachments

ACTIVE DUTY SITES	N1	N2	N3	N4	N5	N6	N7	N8	N9	N10	R1	R2	R3
NAS BARBERS POINT (1)			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS BRUNSWICK (2)			Q	Q	CQ			Q		CQ		CQ	CQ
MCAS CHERRY POINT (2)			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS CORPUS CHRISTI (2)			Q	Q	CQ			Q			CQ	CQ	CQ
MCAS EL TORO			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS JACKSONVILLE			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NETSAFA JEDDAH (1)		Q					Q	Q					Q
NAS LEMOORE			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS MIRAMAR			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS NORFOLK			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS PATUXENT RIVER (2)			Q	Q	CQ		Q	Q	Q	Q	CQ	CQ	CQ
NAS PENSACOLA	Q		Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
NETSAFA PENSACOLA		Q			Q			Q					
NAS POINT MUGU (2)			Q	Q	CQ			Q			CQ	CQ	CQ
NB ROTA, SPAIN (COMFAIRMEDASU) (1)			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
NAS WHIDBEY ISLAND			Q	Q	Q		Q	Q			Q	Q	Q
OKINAWA, JAPAN (1ST MAWAMSU) (1)			Q	Q	Q		Q	Q	Q	Q	Q	Q	Q
RESERVE SITES	**N1**	**N2**	**N3**	**N4**	**N5**	**N6**	**N7**	**N8**	**N9**	**N10**	**R1**	**R2**	**R3**
NAVAIRES ALAMEDA			Q	Q	CQ		Q	Q	Q	Q	Q	Q	Q
NAVAIRES ATLANTA			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES DETROIT			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES GLENVIEW			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES MEMPHIS			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES MOFFETT FIELD			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES NEW ORLEANS			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES S. WEYMOUTH			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES WASHINGTON DC			Q	Q	CQ			Q			Q	Q	Q
NAVAIRES WILLOW GROVE			Q	Q	CQ			Q			Q	Q	Q

Q — NAWSTP sites are authorized to grant a grade of Qualified in a particular curriculum.

CQ — NAWSTP sites are authorized to grant a grade of Conditionally Qualified in a particular curriculum.

NOTE:
(1) Refresher training is required within 90 days after return to CONUS. (NOT APPLICABLE FOR COMNAVRESFOR PERSONNEL).
(2) Active duty CONUS sites without devices shall only be authorized to grant a grade of CQ for N5, R1, R2, and R3 curricula. They may grant a grade of Q for Reserve personnel operating under the control of COMNAVAIRESFOR for R1, R2, and R3.

Figure E-4. Naval Aviation Water Survival Training Program Sites and Curriculum

F. COMPATIBLE LAND USE

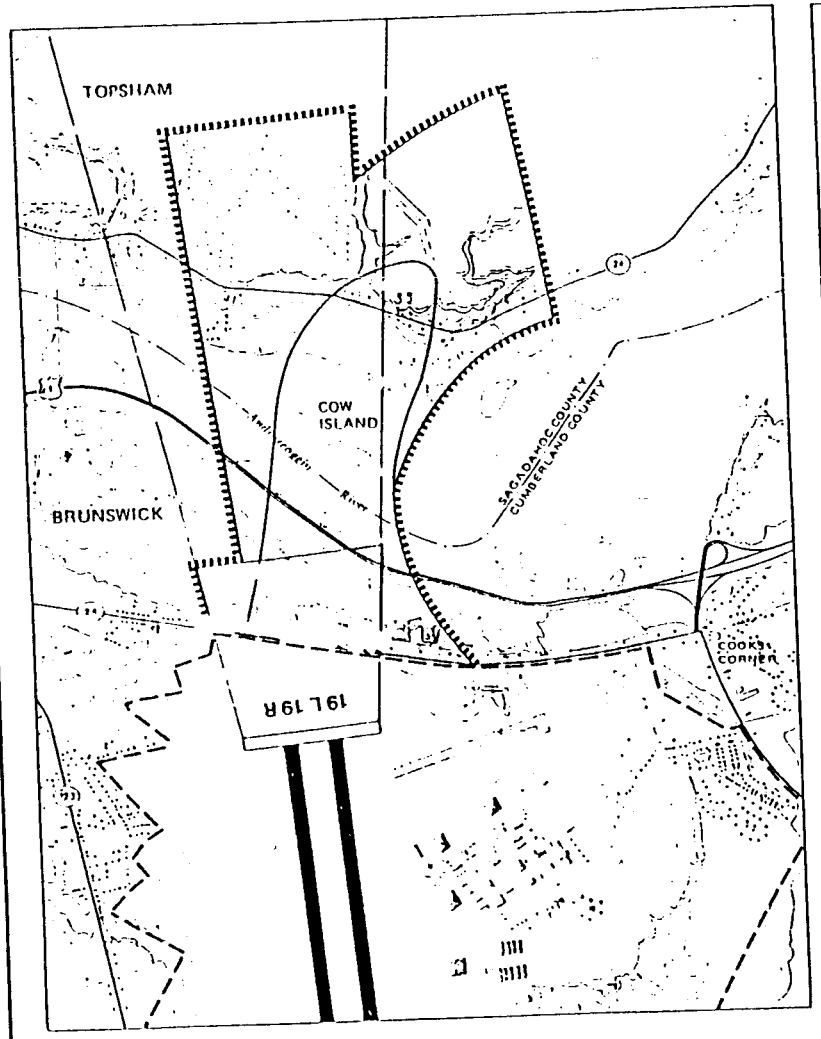
This section analyzes the compatibility of existing and potential land use and existing zoning within the air installation compatible use zone developed in the previous section. Various methods of achieving compatible land use are discussed along with strategy recommendations which outline Community and Navy action to ensure the continued compatible uses of land in the AICUZ.

LAND USE ANALYSIS

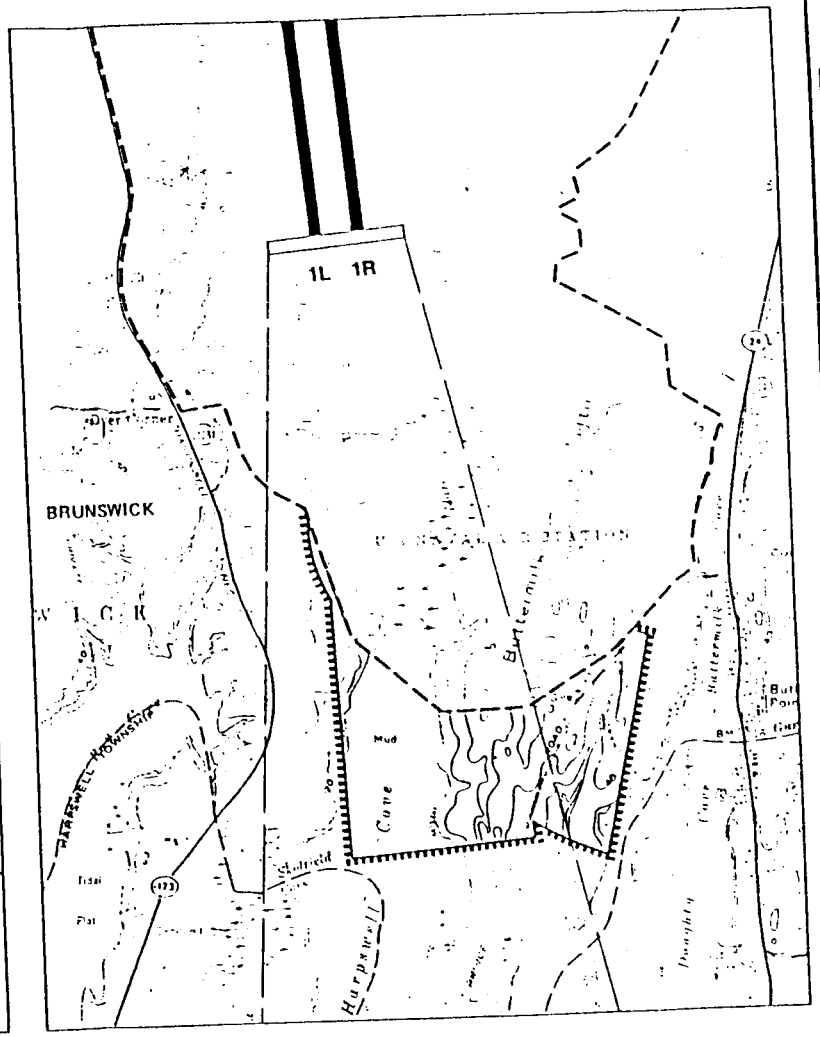
As shown in the previous section, the NAS Brunswick AICUZ impacts only 1138 acres of land and water off station within the Towns of Brunswick and Topsham. When considering the impacts generated by military aircraft at other air installations on the East Coast, Brunswick's AICUZ is minimal in comparison. However, the land areas within the NAS Brunswick AICUZ need to be analyzed to ascertain just how significant the impacts are from the noise and accident potential environments.

Existing Land Use Analysis

Exhibit 20, Compatibility of Existing Land Use provides a general picture of the relationship between the existing land uses and the various AICUZ zones. Figure D, Land Use Compatibility Matrix, P.E-11, was used to identify the existing incompatible uses of land. Clearly and normally acceptable uses represent 96 percent of the AICUZ area (771.4 acres - clearly acceptable and 321.9 acres normally acceptable). Normally unacceptable uses represent 3 percent of the area and only 1 percent or 11.7 acres has been developed in clearly unacceptable uses. Table F-1 depicts the compatibility of the various land uses in the AICUZ by establishment and by acreage where appropriate. The clearly incompatible uses are all confined to the Clear Zone. Retail commercial establishments (9), single-family residences (6), business professional and personal service establishments (3), and one industrial manufacturing establishment are considered clearly incompatible due to the very severe exposure to accident potential.



NORTH AICUZ AREA



SOUTH AICUZ AREA

LEGEND

- Clearly Acceptable
- Normally Acceptable
- Normally Unacceptable
- Clearly Unacceptable
- Base Boundary
- Township Line
- County and Township Line
- AICUZ Boundary

U.S. NAVAL AIR STATION BRUNSWICK, MAINE

Burns & McDonnell

Exhibit 20

COMPATIBILITY OF EXISTING LAND USE

Table F-1

OFF STATION LAND USES WITHIN THE AICUZ

LAND USE CATEGORY	AICUZ ZONES				
By Establishment	Clear Zone	APZ II Noise Zone 2	APZ II Noise Zone 1	Noise Zone 2	Totals
Residential - Single Family (≤2 D.U./Ac.)	6	14	209	—	229
Residential - Single Family (>2 D.U./Ac.)	—	—	49	—	49
Commercial - Retail & Wholesale	9	—	1	6	16
* Services - Business	1	—	—	—	1
* Services - Professional	1	—	—	—	1
* Services - Personal	1	—	—	—	1
Industrial - Manufacturing	1	—	—	—	1
TOTALS	19	14	259	6	298
By Acreage					
Residential - Single Family (≤2 D.U./Ac.)	5.9	19.2	245.0	—	270.1
Residential - Single Family (>2 D.U./Ac.)	—	—	13.8	—	13.8
Commercial	4.5	—	.9	11.0	16.4
Services	1.3	—	—	—	1.3
Transportation	9.0	10.5	40.2	10.0	69.7
Utilities	15.4	11.7	25.4	7.5	60.0
Recreational - Town Parks	—	—	65.6	—	85.6
Agricultural	4.0	—	—	—	4.0
State Land	3.5	3.1	2.9	1.0	1.05
Undeveloped Land	45.0	38.0	240.0	10.5	
Water or Wetlands	.3	62.4	154.9	6.0	223.6
Wildlife Area	—	44.1	3.3	1.0	48.4
U. S. Government	1.1	—	—	—	1.1
TOTALS	90.0	209.0	792.0	47.0	1138.0

* THE UNACCEPTABLE BUSINESS & SERVICE ACREAGE HAS BEEN ACQUIRED BY THE GOVERNMENT AND REMOVED.

These establishments are located along Highway 24 just north of the air station. Normally unacceptable uses are considered residential single family dwellings located in APZ II - Noise Zone 2. A number of residences fall into this category along Foreside Road in Topsham. In this particular circumstance, the density of the dwellings (between 1 and 2 per acre) are entirely compatible with the accident potential environment but the noise environment is just marginal enough, as depicted in Figure A, page E-4, to be considered normally unacceptable. Continued development of this nature and density within this AICUZ zone could be entirely compatible if some noise level reduction measures are considered in the future construction of homes to ensure an acceptable indoor living environment.

Some single family dwellings in the vicinity of Pinewood Drive are also considered normally unacceptable, but in this case they are located in APZ II - Noise Zone 1. The density of the dwellings in this area (3 to 4 dwelling units per acre) are greater than similar residential developments in Topsham such as along White Street and Merry Meeting Drive (less than 2 dwelling units per acre). Therefore, this greater density is significant enough to consider this type of development normally unacceptable due to the accident potential environment.

The remainder of the existing land uses are all either clearly acceptable or normally acceptable in the AICUZ. The Brunswick/Topsham Water District, the state owned land adjacent to the Androscoggin River north of Route 1, the wildlife sanctuary on Cow Island, railroad and road right-of-way, the Topsham Town Farm and recreation area and the Brunswick Town Recreation Area are all examples of compatible uses of land within the AICUZ. The residential developments in Topsham, north of Foreside Road and the coastal residential development in the south AICUZ area located in APZ II - Noise Zone I are considered normally acceptable since the density of development is compatible with the accident potential environment.

Of concern are the 267 acres of undeveloped land in the north AICUZ area and the 66.5 acres of undeveloped land in the south AICUZ area. Analysis of the existing zoning and potential uses of land in these areas is necessary to determine the projected compatibility within the AICUZ.

Zoning Analysis

Compatibility of existing zoning for undeveloped lands within the AICUZ are shown on Exhibit 21. The only land not zoned is Cow Island in the middle of the Androscoggin River within the jurisdiction of the Town of Topsham. The Audubon Society presently owns this land which it has designated as a wildlife sanctuary. This area, which is within the 100-year floodplain, will probably remain in its present state. The Town of Topsham has proposed in their Recreation Plan to incorporate the island with the recreational development of the Town Farm which would be comprised basically of nature and hiking trails.

It should be noted that for the most part, the built-up areas within the AICUZ, aside from the Clear Zone, have followed compatible development patterns. Low density residential development, community parks and municipal utilities are all exemplary of the many types of compatible land uses existing in the AICUZ. These development patterns were more a result of a multiplicity of factors such as flood hazards, soil suitability, public utilities and zoning regulations rather than exclusively a result of aircraft noise and accident potential considerations. This is demonstrated by the development of the Clear Zone of the north AICUZ area.

Table F-2, Compatibility of Potential Development gives a general overview of the anticipated compatibility of future land uses in the AICUZ based on the existing zoning ordinances and development trends in the area. It is apparent that, aside from the Clear Zone, the incompatible development potential of undeveloped land areas in Brunswick is almost negligible. The 66.5 acres of undeveloped land in the south AICUZ area, which is zoned Coastal Residential in the Flight Zone, is expected to be clearly acceptable with the noise and accident potential environments. Restricted residential densities and uses within the Brunswick Flight Zone ensures the future compatible development of this land. Potential development of the 1 acre zoned Highway Commercial and the 8 acres zoned Industrial A in the north AICUZ area is expected to be clearly compatible with the AICUZ environment in that area.

Only a very small portion of undeveloped land in Brunswick is considered to have a potential for incompatible development. The 3 acres zoned Suburban A are presently classified as farmland and if subdivided

Table F-2

COMPATIBILITY OF POTENTIAL DEVELOPMENT

NORTH AICUZ AREA
(Undeveloped Land)

AICUZ Zone	Town	Approx-mate Area(Ac)	Existing Zoning	Compatibility
Clear Zone	Brunswick (Flight Zone)	30.0 15.0	Suburban A Industrial A	Clearly Unacceptable Clearly Unacceptable
APZ II - Noise Zone 1	Brunswick (Flight Zone)	3.0	Suburban A	Normally Unacceptable
Noise Zone 2	Brunswick (Flight Zone)	1.0 8.0	Highway Commercial Industrial A	Clearly Acceptable Clearly Acceptable
APZ II - Noise Zone 2	Topsham	38.0	Urban Residential	Normally Unacceptable
APZ II - Noise Zone 1	Topsham	172.0	Urban Residential	Normally Unacceptable

SOUTH AICUZ AREA
(Undeveloped Land)

APZ II - Noise Zone 1	Brunswick (Flight Zone)	65.0	Coastal Residential	Clearly Acceptable
Noise Zone 2	Brunswick	1.5	Coastal Residential	Clearly Acceptable

as part of a larger tract for residential development in the future, this area could develop in an incompatible fashion. The present zoning permits residential densities greater than what is considered compatible with the existing accident potential environment.

The potential incompatible development in the Topsham area hinges on the fact that the Urban Residential zoning district permits residential development of significant density, schools, churches and other uses requiring the prolonged presence of large numbers of people. The noise exposure from Zone 2 is marginal enough to consider some of the permitted uses in this area normally incompatible. With the inevitable increase in development pressures in the area, some of these uses are likely to occur as a result of a fill-in process and further Urban fringe development around the existing Urban areas of Topsham.

METHODS OF ACHIEVING COMPATIBLE LAND USE

Aircraft Noise Abatement

Operational constraints, operational procedures, and noise source reductions are all aircraft noise abatement techniques. Operational constraints such as restricting hours of operations, and certain types of operations are examples of techniques to reduce the impact of noise in a community. Operational procedure changes can in some instances provide a very significant reduction in the noise impact on a community. Raising flight patterns, power reductions on take-off and raising the glide angle on approach are examples of this technique. Reduction of the noise at its source for military high performance aircraft is presently being researched to determine what can be done to reduce the noise without seriously impairing the operational and safety requirements of the aircraft.

As discussed in preceding sections, NAS Brunswick has applied many of the operational constraints and procedures to the aircraft operations at their facility. They have even examined the alternatives and their feasibility for further noise reduction through physical modifications to the airfield. Safety of operations, physical limitations of the aircraft and pilot, training requirements, air traffic control limitations

and weather are but a few of the considerations in choosing a feasible noise abatement technique.

Comprehensive Planning

The Comprehensive Plan usually is an official public document adopted by a municipality to serve as a policy guide for physical development and land management practices. It constitutes a program for managing growth in an area.

The basic planning elements such as private uses of land, housing, community facilities and transportation should address the problem of community-generated noise sources among other environmental impacts. Municipalities are increasingly aware of the need for compatible development and have recommended noise solutions in their comprehensive plans, particularly where transportation systems such as airports and highways may impact adjacent land uses.

Another important aspect of Comprehensive Planning is community and airport operator involvement in the early stages of the planning process. Educating the public-at-large and the professional community is essential to developing the proper awareness of the noise and accident potential problem. To achieve this objective requires public relations between the Navy and the local planning officials.

Land Use Controls — Regulatory

Zoning is a basic regulatory technique for implementing the Land Use portions of the Comprehensive Plan. It is a legal technique for regulating under the police power, the height and bulk of structure; the use of buildings and land for residential, commercial, industrial and other purposes; and the density of population. Zoning, as traditionally employed, can perform several important functions with respect to noise abatement: (1) it can preserve existing compatible uses; (2) it can prevent incompatible uses from developing; and (3) it can encourage compatible uses in areas where no dominant use is established. However, zoning has its limitations. Loss of potential tax revenues discourages

some zoning restrictions. The greater the number of jurisdictions involved, the more complicated coordinated planning efforts become. Another limitation is the difficulty in requiring existing uses to conform to new standards. Even with these limitations, zoning has been generally accepted as one of the most useful tools for increasing the public safety while decreasing the noise and accident potential on a community.

Building Codes can affect the construction, layout and size of interior spaces, and population densities; all of which are ways to control noise. Building performance requirements as set forth in The Uniform Building Code attempt to control sound transmission between interior and exterior walls. Sound insulation requirements specified by the Code give some protection to otherwise noise-sensitive land uses such as homes, schools and hosipitals. An "airport zoning" regulation incorporating both zoning and building code elements, have been developed in several communities including Irving, Texas, and San Diego, California.

Requiring insulation in new single-family homes by a local jurisdiction may require State enabling legislation. Opposition may result where public interest cannot be so clearly demonstrated. Although, insulation is a limited noise abatement measure, it can make indoor activities more compatible with aircraft noise and may be very useful for commercial and industrial facilities. An insulation code should be given serious consideration for residential development when local conditions indicate substantial gains to be attained in the overall living environment.

A Fair Disclosure Ordinance is another regulatory land use control which can encourage compatible development of land. An ordinance of this type requires that the purchaser or lessee should be made aware of planning and environmental information concerned with the subject property such as delineation of noise and accident potential zones.

Acquisition

Fee simple acquisition of property is a very effective and expensive strategy for assuring positive control over land areas. This strategy is especially effective when applied to areas that are exposed to severe aircraft accident potential and noise, such as the Clear Zone area off the

ends of active runways. Fee simple acquisition by the Navy in the AICUZ program is limited to off-station land areas in the Clear Zone.

In some instances, where only a limited number of land parcels are impacted by aircraft noise and accident potential, a more desirable but perhaps less workable strategy may be relocating land through the exchange mechanism. This process allows for exchange of incompatible privately owned land for excess government-owned land in compatible areas.

Open space funds have been available to local governments from the Federal Government. This strategy is an effective technique for insuring compatible development around an airport site. This type of strategy can restrict density exposure thereby aircraft accident potential. Funds of this nature have in the past been utilized for recreational purposes.

IMPLEMENTATION

Positive action to accomplish compatibility requires joint effort by the Navy and the communities involved. To this end operational constraints and procedures are in effect at NAS Brunswick which have minimized the impacts of noise and accident potential in the communities of Brunswick and Topsham. Additional density and use restrictions are in effect in the Flight Zones of the Brunswick Zoning Ordinance. Schools, churches and other places of public assembly are not permitted in these areas. Much coordinated effort has already been undertaken by both the Navy and the local communities. Through the continued cooperation of the many people, organizations and governments involved, an effective overall land use strategy can be implemented.

Recommended Strategies

The recommended strategies outlined in this section follow two basic concepts: (1) ensure continued compatible development by supporting existing zoning in those areas presently zoned compatible, and (2) ensure that future development in the AICUZ areas zoned incompatibly will be compatible.

Comprehensive Plans

Coordinated efforts should be undertaken to include the environmental impacts of aircraft noise and accident potential in the development of future Comprehensive Plans for the area. Such planning would ensure that compatible land uses are located together in environmentally acceptable areas. Comprehensive land use policies provide a sound basis for regulatory techniques such as zoning.

Zoning

The Brunswick and Topsham zoning regulations control the land use within their respective jurisdictions. Such desirable stipulations as density restrictions and specific denial of certain uses in noise and/or accident potential zones can be directly adopted as part of the zoning ordinance. The Brunswick zoning regulations at present restrict density and prohibit certain types of land uses in their Flight Zone District. However, the varying degrees of noise and accident potential within the Flight Zone are not considered. Present regulations within the Flight Zone do allow some incompatible uses in the north AICUZ area. It is recommended that the Flight Zone District be amended to include the delineation of the various AICUZ zones within the flight zone and permit only those uses compatible with the corresponding noise and accident potential environment as outlined in Figure E, Land Use Objectives Matrix and the amplified chart in Appendix B.

The Topsham zoning ordinance does not have a special use district like the Airport Flight Zone in Brunswick. Past development in the AICUZ area as shown on Exhibit 20 has been for the most part generally compatible. However, present regulations do allow certain incompatible uses in these areas which are generally zoned compatible. Amending the Urban Residential District in Topsham to allow only those permitted uses which would be compatible within the AICUZ would not be reasonable since a large portion of the community is not even impacted by noise and accident potential. Therefore, it is recommended that an airport district be

established in Topsham using the boundaries of the AICUZ. Uses within this airport district should restrict density of development, certain types of uses, and heights of structures. The Land Use Objectives Matrix and the amplified chart in Appendix B can provide guidance for determining which uses would be permissable within this proposed district. In essence, an airport district of this nature would ensure the continued compatible development of those land areas in Topsham which are impacted by noise and accident potential.

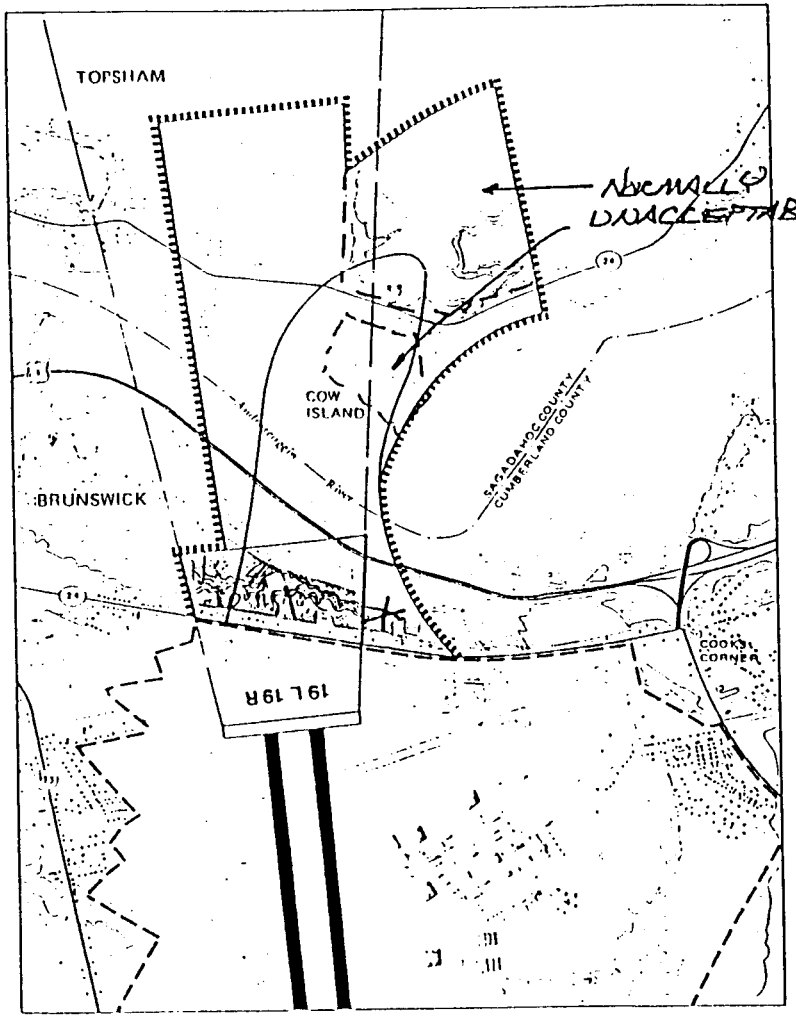
Another important consideration in minimizing noise impact and accident potential in populated areas and maximizing the safety of air operations at NAS Brunswick is keeping runway approach surfaces and other navigable airspace near the air station free from ground related obstructions. In the past, construction of towers, antennas, and tall structures have generally occurred in the vicinity of airports where controls did not exist for height of structures. Tall structures present hazards to safe flight operations since they often force flight patterns to be raised significantly which derogates the safety of flight operations. Obstructions in some instances require flight patterns to be shifted which can impact more densely populated areas. The Towns of Brunswick and Topsham should consider incorporating the elevation contours shown on Exhibit 11, Imaginary Surfaces, into their respective zoning ordinances in order to ensure the continued and safe operations of aircraft at NAS Brunswick. There are existing height limitations on buildings in the area; however, these restrictions do not apply to broadcasting towers, water towers, and other similar structures. FAA advisory circular 150/5190-3A provides a model airport hazard zoning ordinance which could be used as a guide for controlling manmade and natural hazards to aircraft.

Building Code Amendments

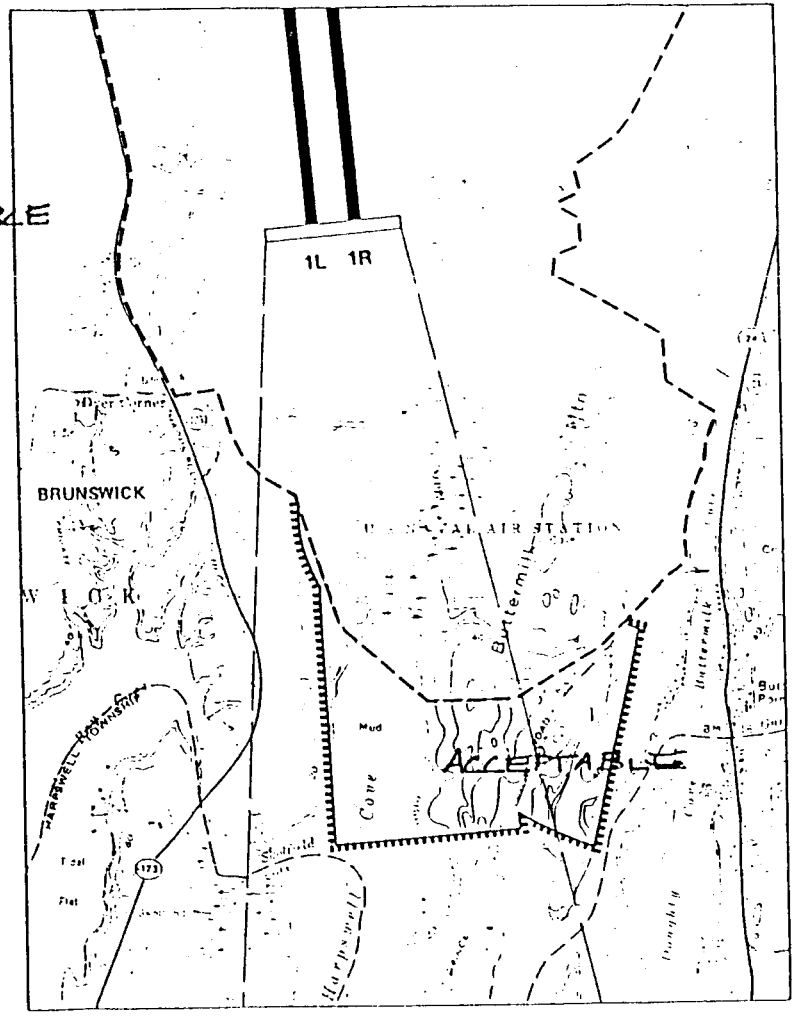
Noise insulation is a limited noise abatement measure but it can make indoor activities more compatible with aircraft noise. Construction techniques should be considered for residential as well as commercial and

industrial uses. Appendix C discusses noise level reduction in building design and its architectural and economic implications. The noise impact in the NAS Brunswick AICUZ is at present not significant. Should a high demand for specific uses in the noise exposure areas occur in the future, then inclusion of this technique in the local Building Codes is recommended. Appendix B, Land Use Objectives - Amplified, provides guidance for acceptable noise level reductions in each AICUZ zone for a variety of compatible uses.

Through the continued exchange of information between the Navy and civilian communities, new technological advances, operational change, and shifting growth pressures can be analyzed as to their adverse or beneficial impact on the environment. Areas of community action have been outlined on Exhibit 22. These land areas are based on varying degrees of noise and accident potential, development pressures, existing land use patterns and zoning. These areas encompass the relatively small amount of undeveloped, privately owned land remaining within the AICUZ.



NORTH AICUZ AREA



SOUTH AICUZ AREA

LEGEND

- Clearly Acceptable
- Normally Unacceptable
- Clearly Unacceptable
- No Existing Zoning, Wildlife Sanctuary
- Developed Land (includes all Municipal, State & Federal Ownership)
- Base Boundary
- Township Line
- County and Township Line
- AICUZ Boundary

2000 0 2000
SCALE IN FEET

U.S. NAVAL AIR STATION BRUNSWICK, MAINE

Burns & McDonnell

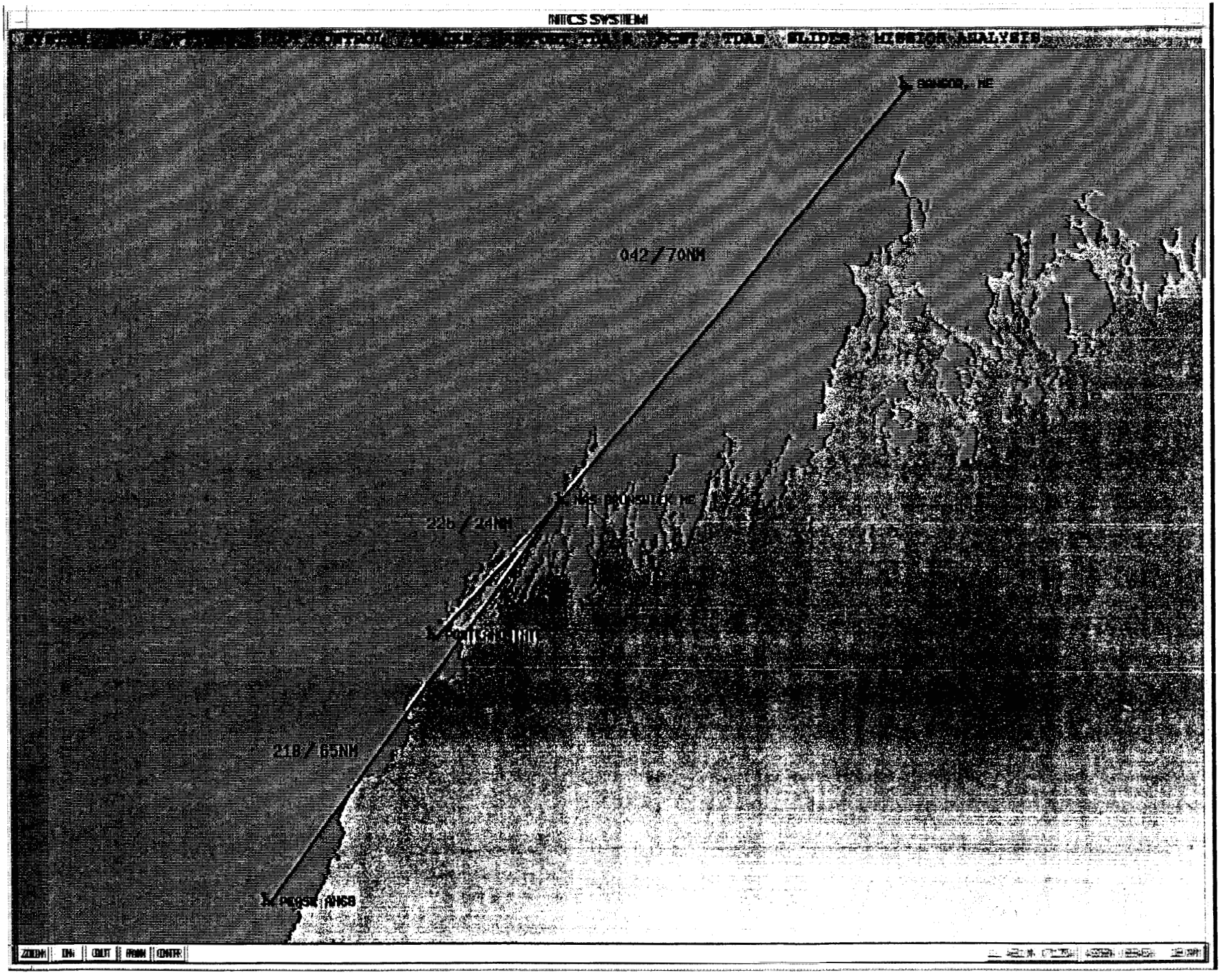
Exhibit 21
COMPATIBILITY OF EXISTING ZONING FOR UNDEVELOPED LAND

* LAND ACQUISITIONS IN MID 1980'S HAS REMOVED THE UNACCEPTABLE DEVELOPMENT IN THE NORTH AICUZ AREA. NAVY OWNS OR HAS AVIGATION EASEMENTS OVER THIS PROPERTY

NAS BRUNSWICK AUXILIARY AIRFIELDS AND AIRSPACE

AUXILIARY AIRFIELDS

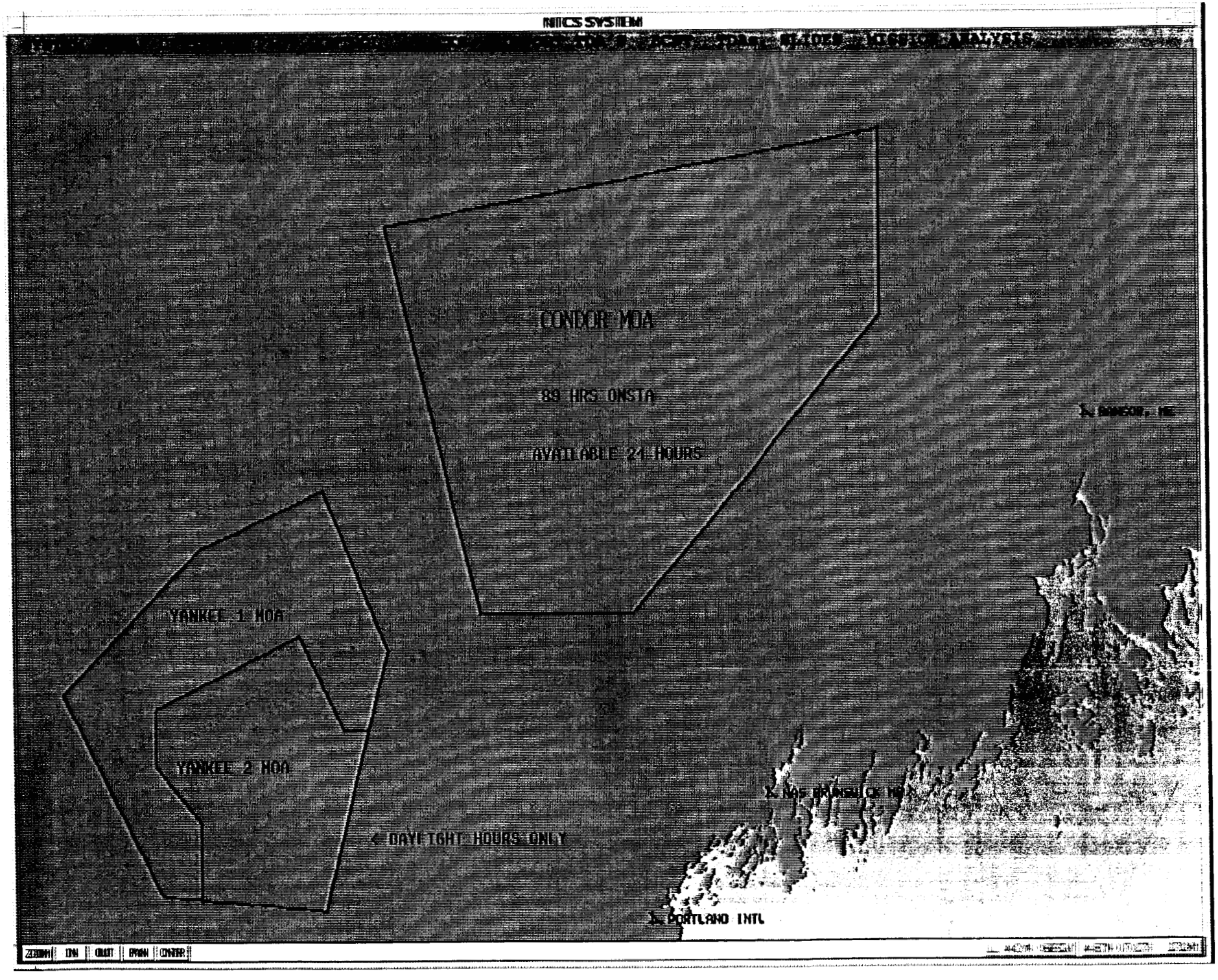
- PEASE INTERNATIONAL
  - 7 DAYS / MONTH 42 OPS
  - 11,318' RUNWAY
  - LOW TRAFFIC DENSITY
  - IDEAL FOR PILOT PROFICIENCY
- PORTLAND INTERNATIONAL
  - 6 DAYS / MONTH 24 OPS
  - 6,800' AND 5000' RUNWAYS
  - HIGH TRAFFIC DENSITY
  - IDEAL FOR INSTRUMENT CHECKS
- BANGOR INTERNATIONAL
  - 12 DAYS / MONTH 200 OPS
  - 11,439' RUNWAY
  - PILOT PROFICIENCY AND INSTRUMENT CHECKS


NHCS SYSTEM
042 / 70NM
226 / 24NM
218 / 63NM
ZOOM
IN
OUT
PAN
CENTER

OVERLAND AIRSPACE

AREA	TYPE	AREA (SQ NM)	ALT	DIST FR NASB	CNT'L AUTH	SKED AUTH
● CONDOR 1	MOA	3,200	070-FL180	45NM	BOSTON	HUNTRESS
● CONDOR 2	MOA	1,100	070-FL180	45NM	BOSTON	HUNTRESS
★ YANKEE 1	MOA	1,800	090-FL180	30NM	BOSTON	103TFG
★ YANKEE 2	MOA	850	100AGL-090	30NM	BOSTON	103TFG

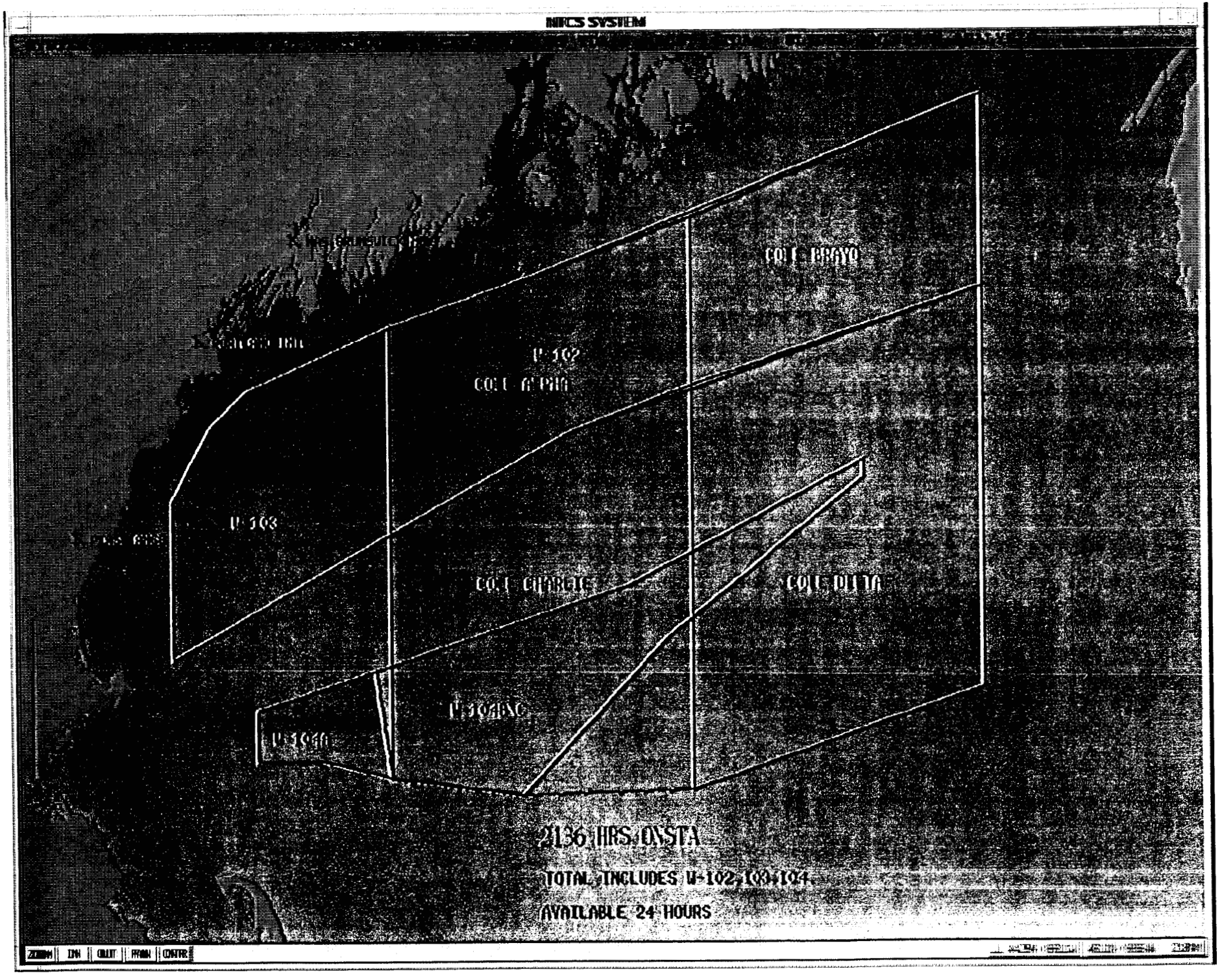
- ● CONDOR MOA USED BY NASB P-3 AND MASSACHUSETTS AIR NATIONAL GUARD F-15s (BANGOR DET)
- ★ YANKEE MOA USED FOR 1000 SORTIES / YEAR BY CONNECTICUT AIR NATIONAL GUARD A-10s & MASSACHUSETTS & VERMONT AIR NATIONAL GUARD F-16s

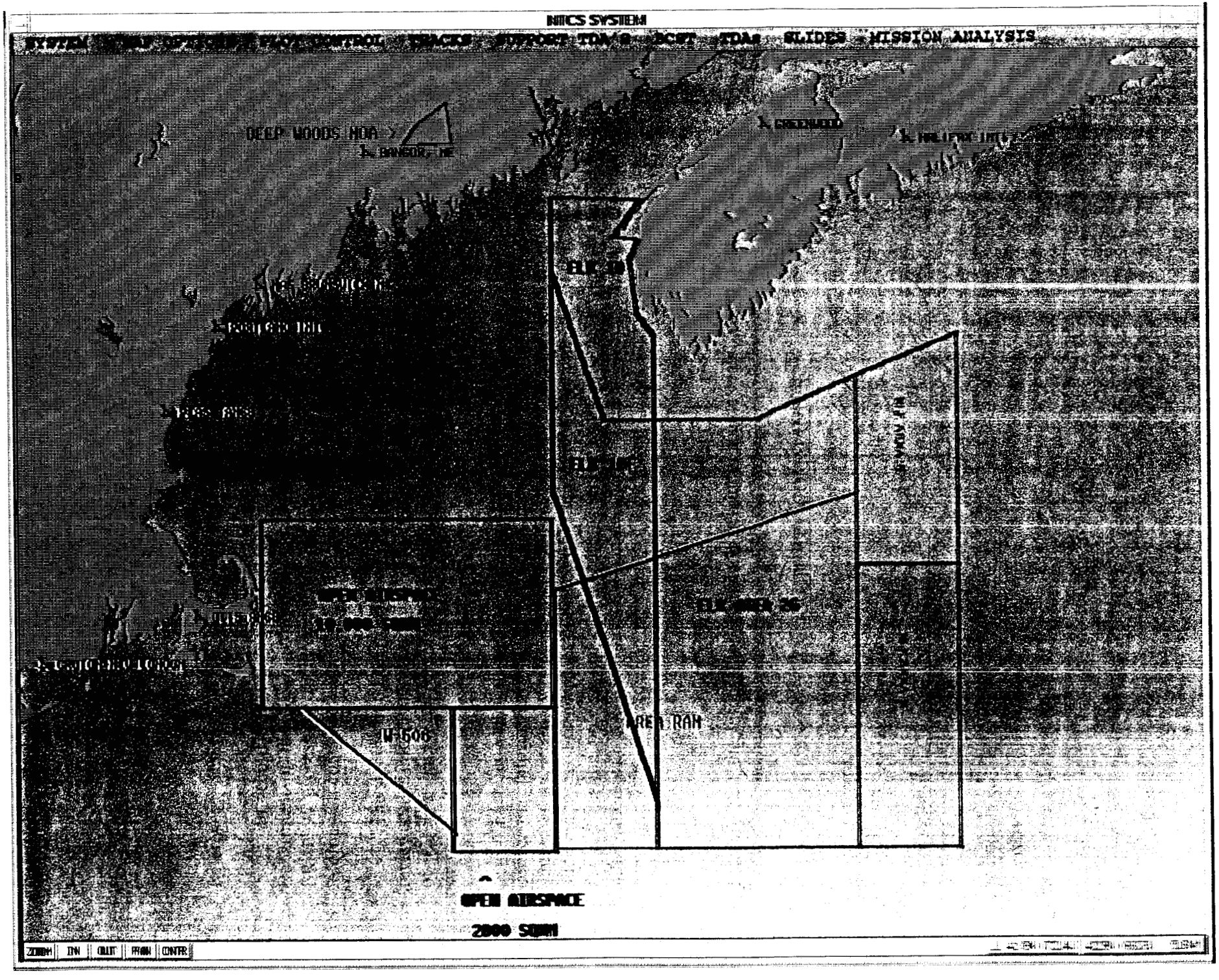

NMCS SYSTEM
CONDOR MOA
89 HRS ONSTA
AVAILABLE 24 HOURS
YANKEE 1 MOA
YANKEE 2 MOA
< DAYLIGHT HOURS ONLY
PORTLAND INTL
ZOOM
IN
OUT
PAN
CENTER

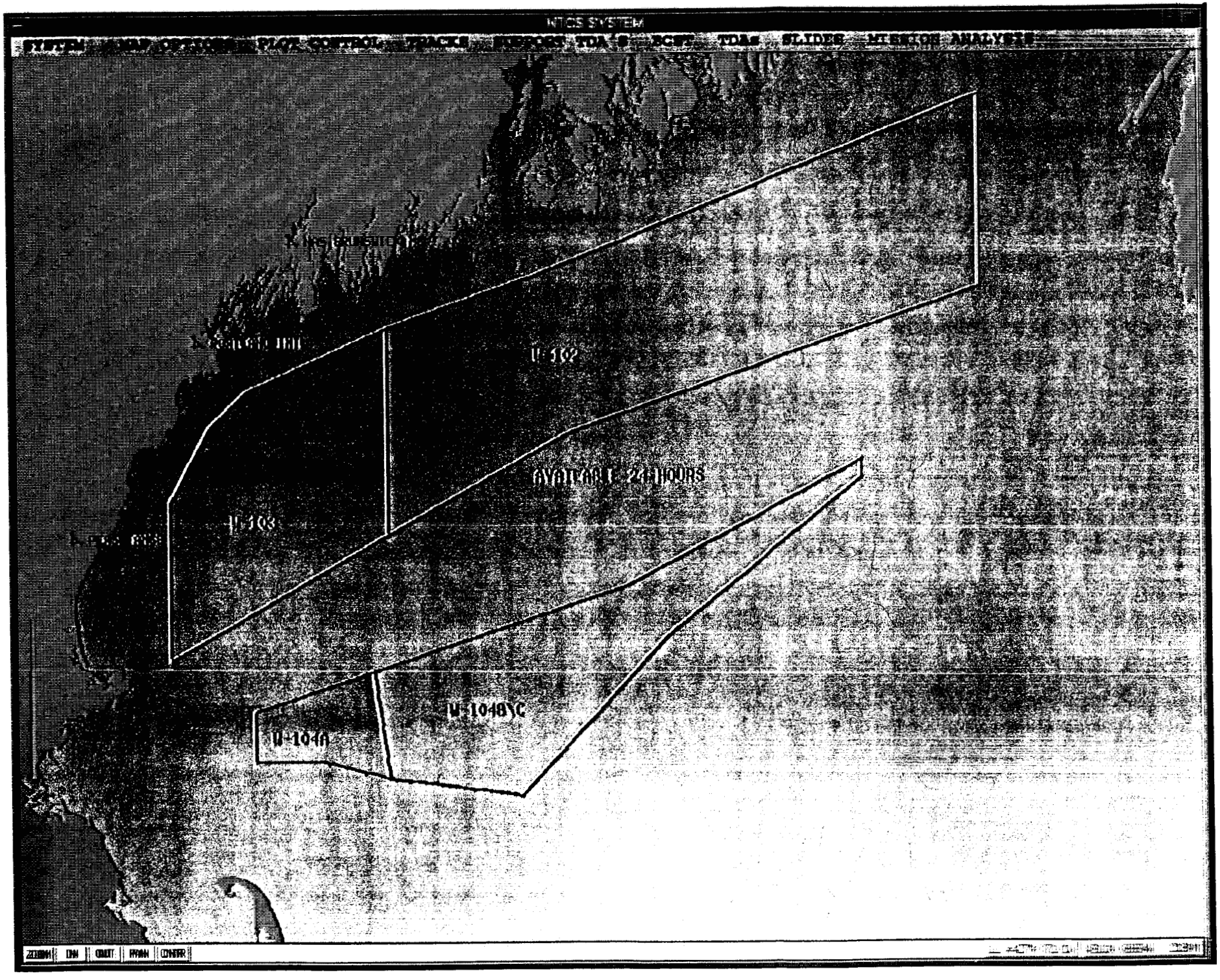
OVERWATER AIRSPACE

AREA	TYPE	AREA (SQ NM)	ALT	DIST FR NASB	CNT'L AUTH	SKED AUTH
SMALL POINT	SOA	314	VFR	14NM	AIROPS	CPW-5
W-102L	WARNING	4,000	SURF-170	46NM	BOSTON	CPW-5
W-102H	WARNING	4,000	170-FL600	46NM	BOSTON	CPW-5
W-103	WARNING	1,500	SURF-020	30NM	BOSTON	CPW-5
W-104A	WARNING	475	SURF-010	37NM	BOSTON	CPW-5
W-104B	WARNING	1,600	SURF-FL180	37NM	BOSTON	CPW-5
W-104C	WARNING	1,600	180-UNLIM	55NM	BOSTON	CPW-5
COLE A	LOA TRNG	1,700	SURF-170	46NM	BOSTON	CPW-5
COLE B	LOA TRNG	1,650	SURF-170	64NM	BOSTON	CPW-5
COLE C	LOA TRNG	3,400	SURF-170	37NM	BOSTON	CPW-5
COLE D	LOA TRNG	3,800	SURF-170	74NM	BOSTON	CPW-5

SKULL POINT
POINT LOOKOUT HOURS ONLY
810-HRS-ONSITE
WEST POINT
MISSISSIPPI


NRCS SYSTEM
COLE BRAVO
W-102
COLE ALPHA
W-103
COLE CHARLIE
COLE DELTA
W-104BC
2136 HRS OASTA
TOTAL INCLUDES W-102,103,104
AVAILABLE 24 HOURS
ZOOM
IN
OUT
PAN
CENTER

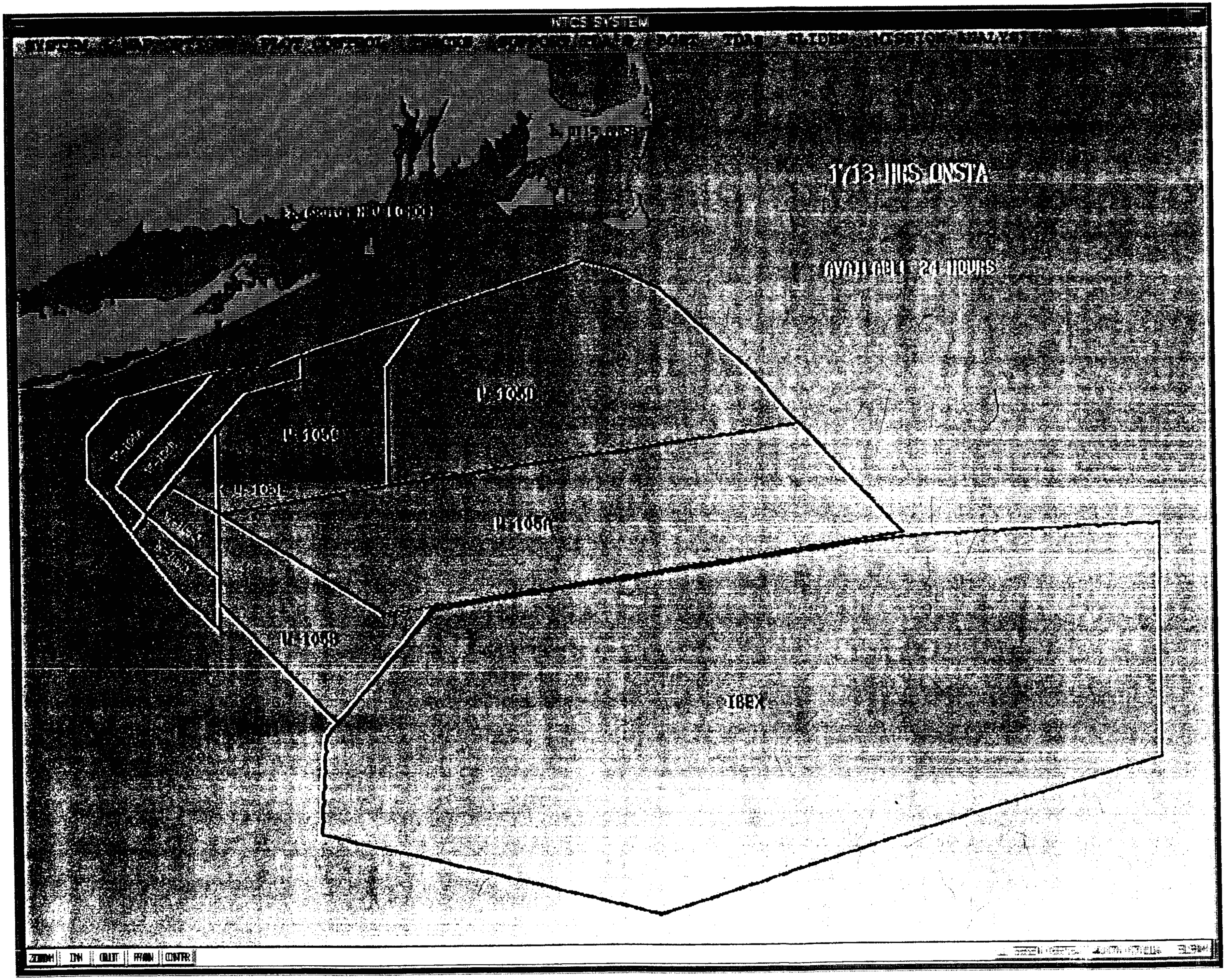

NTCS SYSTEM
SLIDES
MISSION ANALYSIS
DEEP WOODS HOA
BANGOR, ME
GREENWOOD
HALIFAX INTL
BLK 36
BLK 26
AREA RAM
W-606
OPEN AIRSPACE
2000 SQNM
ZOOM
IN
OUT
PAN
CNTR


NTCS SYSTEM
SYSTEM
TDA
SLIDES
MISSION ANALYSIS
U-102
AVAILABLE 24 HOURS
U-103
U-104B/C
U-104A
ZOOM
DN
OUT
PAN
CENTER

TACTICAL TRAINING AIRSPACE
NARRAGANSETT BAY OPAREAS
(NBOA)

(12 OPAREAS)

AREA	TYPE	AREA (SQ NM)	ALT	DIST FR NASB	CNTL AUTH	SKED AUTH
W-105A-G	WARNING	13,200	SURF-FL500	150NM	BOSTON	VACAPES
W-106A-D	WARNING	1,900	SURF-010	175NM	BOSTON	VACAPES
IBEX	SOA	17,400	SURF-FL055	180NM	NEW YORK	VACAPES


NTCS SYSTEM
1713 HRS ONSTA
AVAILABLE 24 HOURS
W-1058
IBEX
ZOOM
IN
OUT
PAN
CNTR

SUMMARY
AUXILIARY AIRFIELDS & AIRSPACE

- PROXIMITY - MINIMAL TRANSIT
- DIVERSIFIED TRAINING
- UNLIMITED GROWTH POTENTIAL

NAS BRUNSWICK UIC 60087
DATA CALL THIRTY-EIGHT

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine Jr
Signature

Captain
Title

7/29/94
Date

Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

Admiral
Title

7/29/94
Date

Commander in Chief
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

Signature

ACTING
Title

17 AUG 1994
Date

Data Call 38 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. H. TETREV
NAME (Please type or print)

R.H. Tetrev
Signature

Acting Commanding Officer
Title

25 Jul 94
Date

NAS Brunswick, ME
Activity

NAS Brunswick UIC N60087
Data Call 38 Revised pages 71, 72

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine, Jr.
Signature

Captain
Title Commander
Naval Shore Activities
U. S. Atlantic Fleet
Activity

Date 8/31/94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

Date 9.1.94

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

Date 9/12/94

Data Call 38 R

Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

15 JUL 94
Date

NAS Brunswick, Maine
Activity

NAS BRUNSWICK UIC N60087
DATA CALL THIRTY-EIGHT REVISED PGS 6, 6A, 36, 39, 67, 69, 84, 89-92, 98-103, 62A, 62B

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. J. FLANAGAN, JR.
NAME (Please type or print) Signature

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

01 NOV 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print) Signature

11/15/94
Title Date

Document Separator

CAPACITY ANALYSIS:

DATA CALL 16 WORK SHEET FOR
OPERATIONAL/RESERVE AIR STATION/FACILITY:

NAVAL AIR STATION, BRUNSWICK, MAINE
UIC N60087

Category.....Shore Support of Operating Forces
Sub-category....Operational Air Stations and Reserve Air Stations
Types.....Navy and Marine Corps Operational and Reserve Air Stations and Facilities

BRAC 1995 CAPACITY ANALYSIS DATA CALL 16:
Operational/Reserve Air Stations/Facilities

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BRAC 1995 CAPACITY ANALYSIS DATA CALL 16:
Operational/Reserve Air Station/Facility
AIR STATION/FACILITY - UIC: NAVAL AIR STATION, BRUNSWICK, MAINE - N60087

STATION CAPACITY

1a. For the **main airfield and each auxiliary airfield,** answer the following questions:

Airfield Name: Naval Air Station Brunswick, Maine

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max load	Lighting[6]				Arresting Gear Type(s)
				F	P	C	N	
O1R/19L[1]	8,000	200	[1]	X				E28
O1L/19R[1]	8,000	200	[1]		X			
Auxiliary[2] Portland Runways:								
11/29	6,800	150	[3]		X			N/A
18/36	5,000	150	[3]		X			"
Auxiliary[2] Bangor Runway: 15/33	11,439	300	[4]	X				N/A
Auxiliary[2] Pease Runway: 16/34	11,318	300	[5]		X			N/A

[1] Max Load: O1R - S189, T246, ST 175, TT368
O1L - S151, T196, ST175, TT294
We operate landing patterns east of the field to avoid the town of Brunswick (circling not authorized west of runway 1L-19R).

[2] Auxiliary airfields are routinely used by P-3s for required instrument and touch-and-go landing training. The above-listed fields are not part of NAS Brunswick plant property; however, they are functionally used as auxiliaries by aircraft stationed at the field with full knowledge and concurrence of the owners, effectively expanding our ability to conduct operations.

[3] 11 - S75, T169, ST175, TT300
18 - S75, T165, ST175, TT300
No restrictions on flight patterns.

[4] 15 - S100, T210, ST175, TT400
Circling not authorized northeast of runway 15/33.

[5] 16 - S120, T175, ST175, SBTT549, TT443, TDT770, DDT707
Circling not authorized east of runway 16/34.

[6] The station has a FRESNEL lens system available for TACAIR use.

F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

1b. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

Apron/ramp/taxiway Location - ID[3]	SF	Comp.[1]	ID Type/Model A/C Prohibited	Comments
APRON	4,329,513	PCC	[2]	See information contained in attached diagram/table for answer to question 1b.
TAXIWAY A	600,000	BIT		
TAXIWAY B	237,600	PCC		
TAXIWAY C	60,000	BIT		
TAXIWAY D	60,000	BIT		
TAXIWAY E	237,600	PCC		
TAXIWAY F	15,000	PCC		
TAXIWAY G	15,000	PCC		
TAXIWAY H	157,500	BIT		
TAXIWAY I	142,500	BIT		
RL TAXIWAY	64,000	BIT		
RED LABEL	10,666	PCC		
COMPASS ROSE	11,313	BIT	As a general rule, due to physical size, the Compass Rose is not available to aircraft larger than P-3.	

[1]PCC = Portland Cement Concrete
BIT = Bituminous

[2]The following aircraft of this size or smaller are **capable** of landing/operating at NAS Brunswick based on past practices/historical data:

C-5, C-141, KC-135, B-747, B-737, B-727, B-707, B-52, DC-10, DC-8, L-1011, CV-880.

Due to south taxiway A restriction (i.e., close proximity of perimeter road fence to taxiway), the following aircraft are routed on the runway for back taxi to the parking apron:

C-5, C-141, KC-135, B-747, B-707, B-52, DC-10, DC-8, L-1011, CV-880.

[3]See attached aircraft parking for plan drawing for load bearing capacity.

1c. Do you have **high speed taxiways**? Discuss number and impact on airfield operations.

No. NAS Brunswick has a full length taxiway parallel to Runway 01/19.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

No. NAS Brunswick has a full length taxiway parallel to Runway 01/19.

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

We operate landing patterns east of the field to avoid the town of Brunswick.

1f. For the main airfield and each auxiliary and outlying field, discuss any **runway design features** that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

None - all are general aviation fields.

2a. List the **number of flight operations** (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors[3]
	IMC	VMC	
Main[1]	51	82	If parallel runway separation is increased to 2,500 ft., capacity would increase to approximately 60 with no increase in VMC flight operations.
Auxiliary Portland[2]	10	15	Scheduled Commercial Aircarrier Traffic
Auxiliary Bangor	13	20	Scheduled Commercial Aircarrier Traffic
Auxiliary Pease	20	30	Scheduled Commercial Aircarrier Traffic

[1] NAS Brunswick has simultaneously operating parallel runways during VMC conditions only.

[2] The auxiliary airfields are limited by the amount of time that the airfield would allot to us given the volume of their commercial traffic. Auxiliary airfield single runway IMC/VMC separation is predicated upon one aircraft per 90 seconds IMC and one aircraft per 60 seconds VMC.
[3] Auxiliary airfields are routinely used by P-3s for required instrument and touch-and-go landing training. These fields are not part of NAS Brunswick plant property; however, they are functionally used as auxiliaries by aircraft stationed at the field with full knowledge and concurrence of the owners, effectively expanding our ability to conduct operations.

2b. Provide the average number of **(historical) flight operations** per month conducted at this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and how derived). A flight operation is defined as a take-off, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field Portland		Auxiliary Field Bangor		Auxiliary Field Pease	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	4,027	30	32	7	265	14	56	9
1992	3,877	30	24	7	200	12	42	8
1993	3,352	30	24	6	200	12	42	7

Remarks: Main airfield data is based upon historical files. Auxiliary airfield data is based upon phone conversations with respective airport management week of 17 April 1994. This data is not normally recorded; estimates based upon experience and historical files.

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLPs)?

Zero percent.

2d. Are you designated as an **authorized divert field** for any non-DoD aircraft? Explain.

No. But, civilians are allowed to land if loss of life or aircraft is in jeopardy.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

No. By definition, a joint use airfield is a facility that is used by both the FAA (civil) and the military not a Department of Defense interservice facility. An example would be Bangor International Airport, which is a civilian airfield but has the Maine Air National Guard as a tenant activity. Refer to questions 30.b and 5.c. for joint (i.e., interservice) use facilities.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

Yes. Patrol Wing 5 provides forces in support of the NATO DPQ.

NATO has partially or fully funded the following major facilities:

Hangar 5
Ground support equipment Bldg 86
Sonobuoy locker Bldg 555
Aircraft Washrack Taxiway
Portion of the perimeter road
Runway approach lighting
Patrol Wing tactical support center
Fuel farm

2g. What **percentage of total operations are civilian?**

Less than 1%.

2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

NAS Brunswick operates a full military terminal radar approach control (TRACON) and control tower in support of USN and FAA missions. The TRACON includes approximately 3,200 square miles of airspace from the surface to 10,000 feet MSL. Five uncontrolled (no tower) civil airports including the Maine state capitol of Augusta, with full instrument approach procedures (combinations of either ILS, VOR or ADF) plus numerous other

uncontrolled VFR airports lie within this area. For NAS Brunswick, surveillance and precision approach radars maintain operations along with four non-radar instrument approach procedures into the air station. A combination of ILS, VOR, and/or ADF approaches support the uncontrolled instrument airports. Local metropolitan airports outside that NAS Brunswick area include Portland and Bangor, controlled airports with class "C" airspace. The nearest class "B" airspace is at Boston's Logan airport. Airways V93/V3/V339/V302/V104 are charted within NAS Brunswick radar control jurisdiction below 10,000 feet. Boston Center sectors overlie all NAS Brunswick approach control airspace above 10,000 feet.

There is no known present or likely future impact on air station operations.

2i. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air station operations? If yes, fully explain impact.

No.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Main Airfield	24hr	24hr	24hr	24hr	24hr	24hr	24hr
Aux. Airfield Portland[1]	1100Z to 0300Z	1100Z to 0300Z	1100Z to 0300Z	1100Z to 0300Z	1100Z to 0300Z	1100Z to 0300Z	1100Z to 0300Z
Aux. Airfield Bangor	24hr.	24hr	24hr	24hr	24hr	24hr	24hr
Aux. Airfield Pease	24hr	24hr	24hr	24hr	24hr	24hr	24hr

[1] Not a 24 hour a day operation because of cost effectiveness.

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

Runway 01L/19R is closed during the winter months due to insufficient snow removal funding. With increased fiscal resources, both runways would remain clear of snow to provide winter capacity. With this runway open, the capacities described in question 2.a. are available year round. With our present base loading, closing the outboard runway during the winter is a financial decision with no impact on operational readiness.

3b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

NAS Brunswick, ME has no programmed MILCON or BRACON through FY97.

3c. What **additional projects** could be added to provide **additional operating capacity**? At what estimated cost? Provide details and assumptions for all calculations.

There is considerable flexibility available in assigning assets to NAS Brunswick. The following options describe notional concepts for expansion. Detailed analysis and cost estimates are not currently available, but could be provided at a later date after sufficient study.

1. Brunswick has sufficient hangar, ramp, and facility space to support several combinations of assigned aircraft. Hangar 1 is designed for two squadrons. Hangar 2 is a small station hangar used for station and transient aircraft support. Hangar 3 can house 1 squadron. Hangar 4 can house 1 squadron, the VPU, and AIMD (that portion is also identified as Hangar 250, but is attached). Hangar 5 can house 2 squadrons. The total space available can house 8 homeported/6 non-deployed squadrons. The limiting factor is hangar space not ramp space. Some options follow:

- All seven east coast active duty VP squadrons planned in the FY 1995 President's budget and VPU-1, using Hangars 1, 4, and 5 to house 5 non-deployed squadrons. Hangar 3 would be closed.

- As above, plus a reserve VP squadron. Hangar 3 would be utilized for an

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active squadron. Continued use of Hangar 3, a 1943 structure with wood supports, requires either replacement MILCON or a rehab similar to the $5M rehab of Hangar 1 within a reasonable time. Hangar 3 is being used today without difficulty, but it does require continuous repair to do so.

- A combination of C-130s, C-9Bs, and active and reserve P-3 assets. Hangars 4 and 5 can accommodate C-130 aircraft. AIMD has sufficient space to work both C-130 and P-3 T/M/S aircraft.

- As above, but add a VQ P-3 squadron to the mix.

- An additional option could include replacing some of these T/M/S aircraft with helicopters. However, we do not have sufficient experience with helicopter operations and maintenance to accurately estimate the number of aircraft and squadrons that could be accommodated.

2. Brunswick could physically house the P-3 FRS in Hangar 5 and support 6 homeported/4 non-deployed P-3 squadrons in the remaining hangars. Significant MILCON would be required and would include a training building, simulator, galley, 2-3 barracks, and family housing. The operational suitability of conducting FRS training in the cold weather environment of Brunswick requires further study and coordination with COMPATWINGSLANT and CO, VP-30.

3. Brunswick can expand in two locations. An additional 3 bays and admin/maint space could be attached to Hangar 5. A new hangar with up to 8 bays could be built over the present sites of Hangars 2 and 3. Additional ramp space can be constructed north of those sites to accommodate a total of at least three P-3 sized squadrons.

- As above, but add VQ P-3 squadron to the mix.

- An additional option could include replacing some of these T/M/S aircraft with helicopters. However, we do not have sufficient experience with helicopter operations and maintenance to accurately estimate the number of aircraft and squadron that could be accommodated.

~~2. Brunswick could physically house the P-3 FRS in Hangar 5 and support 6~~ R
~~homeported/4 non-deployed P-3 squadrons in the remaining hangars.~~ R
~~Significant MILCON would be required and would include a training building,~~ R
~~simulator, galley, 2-3 barracks, and family housing. The operational~~ R

active squadron. Continued use of Hangar 3, a 1943 structure with wood supports, requires either replacement MILCON or a rehab similar to the $5M rehab of Hangar 1 within a reasonable time. Hangar 3 is being used today without difficulty, but it does require continuous repair to do so.

- A combination of C-130s, C-9Bs, and active and reserve P-3 assets. Hangars 4 and 5 can accommodate C-130 aircraft. AIMD has sufficient space to work both C-130 and P-3 T/M/S aircraft.

- As above, but add a VQ P-3 squadron to the mix.

- An additional option could include replacing some of these T/M/S aircraft with helicopters. However, we do not have sufficient experience with helicopter operations and maintenance to accurately estimate the number of aircraft and squadrons that could be accommodated.

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~~bays could be built over the present sites of Hangars 2 and 3. Additional~~ R
~~ramp space can be constructed north of those sites to accommodate a total of~~ R
~~at least three P-3 sized squadrons.~~ R

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). Provide details of calculations.

None.

suitability of conducting FRS training in the cold weather environment of Brunswick requires additional study and should be coordinated with COMPATWINGSLANT and CO, VP-30.

3. Brunswick can expand in two locations. An additional 3 bays and admin/maint space could be attached to Hangar 5. A new hangar with up to 8 bays could be built over the present sites of Hangars 2 and 3. Additional ramp space can be constructed north of those sites to accommodate a total of at least three P-3 sized squadrons.

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). Provide details of calculations.

None.

4. List all **NAVAIDS** with published approaches that support the main airfield and/or your auxiliary airfields. Note any additions/upgrades to be added between now and FY1997.

NAVAID	DESCRIPTION/LOCATION
NAS Brunswick - TACAN, PAR, ASR TACAN rwy 1R TACAN rwy 19L PAR rwy 1R, 1L, 19R, 19L ASR rwy 1R, 19L	CH99 43°54.1'N 069°56.7W (at field)
(Aux) Bangor Int'l - VORTAC, ASR, ILS, NDB NDB rwy 33 ILS rwy 15 ILS rwy 15 (cat II) ILS rwy 33 VOR-A VOR/DME rwy 15 VOR/DME rwy 33 ASR rwy 33, 15	VORTAC 114.8/CH95 44°50.5'N/68°50.8'W (157°1.9NM to field) TOTTE NDB 227 44°43.7'N/68°42.8'W (333°6.9NM to field)
(Aux) Portland Int'l Jetport - NDB, ILS, ASR NDB rwy 11 ILS rwy 11 ILS rwy 29 ASR rwy 11, 36, 29, 18	ORHAM NDB 394 43°39.2'N/70°26.5'W (112°5.1NM to field)
(Aux) Pease Int'l Tradeport, Portsmouth NH - VORTAC, ILS ILS rwy 34 ILS/DME rwy 34 VOR or TACAN or GPS rwy 16 VOR or TACAN or GPS rwy 34	VORTAC 116.5/CH112 43°05.1N/70°49.9'W (at field)

No additions/upgrades to be added between now and FY 97.

BASING

5a. List all **active duty Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
VP-8	See matrix	P-3CII/II.5/III	8	9	9	9	9
VP-10		P-3CII/II.5/III	8	9	9	9	9
VP-11		P-3CII/II.5/III	8	9	9	9	9
VP-23		P-3CII/II.5	8	N/A[1]	N/A[1]	N/A[1]	N/A[1]
VP-26		P-3CII/II.5/III	8	9	9	9	9
VPU-1		P-3B	3	3	3	3	3
NAS Brun		HH1-N	2	2	2	2	2
NAS Brun		UC-12B	1	1	1	1	1

[1]VP-23 is recommended for disestablishment as a result of FY-95 budget reductions.

5b. Summarize average **visiting squadron/det loading** on air station operations(i.e. airwing/wing weapons deployment).

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
AEGIS/8	125,000 sq ft	10,000 sq ft	N/A	6 days/3-5 times per yr
TOMAHAWK/12	180,000 sq ft	10,000 sq ft	N/A	7 days/1-2 times per yr
Customs/1	15,000 sq ft	N/A	N/A	8 days/3 times per yr
Special Ops/1	N/A	10,000 sq ft	N/A	7 days/once per yr

5c. If a major percent of flight operations at your air station is from other than permanently stationed squadron/detachments, provide explanation.

Numerous aircraft from all branches of service utilize NAS Brunswick on a consistent basis for pilot and crew training due to the lack of airspace congestion, these include:

- Air Force:

C-5	(Air Natl Guard) Pilot Training
KC-135	(ANG) Pilot Training
C-9	AIREVAC/Medical Transport
T-37	Pilot Training (Active/Guard)

- Navy:

C-130	Logistics Support/Customs
C-9	Logistics Support/Customs
C-12	Logistics Support
P-3	Customs

Various jet aircraft-emergency divert/TRANSLANT

- Army: Various National Guard helos (AH-1/AH-60) transit for exercises-Customs.

- Miscellaneous:
  - NATO Maritime Patrol Aircraft - Customs
  - NATO Aircraft (fixed wing/helos) - Customs/Reposition
  - Commercial Aircraft-Logistics Support

6a. List all **reserve Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), which will be stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994[2] UII	FY 1995[2] UII	FY 1997[3] UIII	FY 1999[3] UIII	FY 2001[3] UIII
Various Reserve Support	[1]WST	OFT/TORT	408 Hrs	408 Hrs	551 Hrs	551 Hrs	551 Hrs

[1] Due to the non-availability of weapons system trainers at S. Weymouth, reservists utilize NAS Brunswick trainers.
[2] FY94/95 based on 1 reserve squadron use of UII WST.
[3] FY97/99/2001 based on 2 reserve squadrons use of UIII WST.

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

None

Squadron:	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	None											
NFO												
Other Officer												
Enlisted												

Remarks:

7. List all **Station aircraft** by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAS Brunswick	2	HH1N	2	2	2	2	2
NAS Brunswick	1	UC-12B	1	1	1	1	1

8. List all **DoD and non-DoD aircraft** not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
Maine Fisheries and Wildlife	1	CESSNA 185	1	1	1	1	1
NAS Flying Club	1	CESSNA 152	1	1	1	1	1
NAS Flying Club	1	T-34B	1	1	1	1	1

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9a. List other **operational command or support units** (ie. air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

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Support Unit Identification/ UIC[3]	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)[2]	
			Covered	Uncovered
CPW-5 53823	Staff Support	Bldgs 87/644/639	29,640	
TSC 35381	Ops Support	Bldg 87	25,000	
MOCC 55619	Ops Support	Bldg 87	1,500	
SPINTCOMM 66848	Ops Support	Bldg 87	1,013	
VP-8 09661	Operational Squadron	Hangar	Deployed	Deployed
VP-10 09639	Operational Squadron	Hangar	65,000	105,000
VP-11 09367	Operational Squadron	Hangar	65,000	105,000
VP-23 09043	Operational Squadron	Hangar	Deployed	Deployed
VP-26 09610	Operational Squadron	Hangar	65,000	105,000
VPU-1 53869	Operational Squadron	Hangar	35,000	30,000
NR TSC 0191 86004	Tactical Support	Watch Standing	N/A	N/A
NR TSC 0791 88165	Tactical Support	Watch Standing	N/A	N/A
NR BRUNS 4291 86774	Station Support	Watch Standing	N/A	N/A

9a. List other **operational command or support units** (ie. air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

Support Unit Identification/ UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)[2]	
			Covered	Uncovered
CPW-5 53823	Staff Support	Bldgs 87/644/639	29,640	
TSC 35381	Ops Support	Bldg 87	25,000	
MOCC 55619	Ops Support	Bldg 87	1,500	
SPINTCOMM 66848	Ops Support	Bldg 87	1,013	
VP-8 09661	Operational Squadron	Hangar	Deployed	Deployed
VP-10 09639	Operational Squadron	Hangar	65,000	105,000
VP-11 09367	Operational Squadron	Hangar	65,000	105,000
VP-23 09043	Operational Squadron	Hangar	Deployed	Deployed
VP-26 09610	Operational Squadron	Hangar	65,000	105,000
VPU-1 53869	Operational Squadron	Hangar	35,000	30,000
NR TSC 0191 86004	Tactical Support	Watch Standing	N/A	N/A
NR TSC 0791 88165	Tactical Support	Watch Standing	N/A	N/A
NR BRUNS 4291 86774	Station Support	Watch Standing	N/A	N/A

Support Unit Identification/ UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/ uncovered in SF)[2]	
			Covered	Uncovered
AIMD (Hgr - Bldg 250) 44314	Integral to NAS Brunswick, provides maintenance support to CPW-5 assets	Airframes	7,393	
		Power Plants (incl. MR Shop)	16,727	
		Avionics	32,552	
		Ordnance	5,139	
		Paraloft (incl. Geedunk, Eng. Storage)	4,488	
		Parts Storage	11,400	
		Admin (incl. locker room)	20,140	
		Classroom(s)	2,414	
AIMD (Bldg 617) 44314		Storage	7,213	
AIMD (Bldg 611) 44314		Eng Test Cell	2,484	
AIMD (Bldg 648) 44314		EDC Shop	2,000	
AIMD (Bldg 86) 44314		Support Equipment (SE)	31,980	21,200
AIMD (Covered box 28'x35') 44314		APU Test Cell (Moveable)	980	
AIMD (Bldg 446) 44314		Avionics ISAR Shop	1,538	

Support Unit Identification /UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/uncovered in SF)[2]	
			Covered	Uncovered
FASO (Bldg 82 0348A	To train COMNAVAIRLANT in a variety of curriculums including SERE, ASW, AMAMT and conventional weapons training. Only east coast site for SERE training.	Isolation Bldg	2,880	
FASO (Bldg 89 SERE) 0348A		Emergency Vehicle Garage	1,200	
FASO (Bldg 116 SERE) 0348A		Log Cabin Classroom	1,144	
FASO (Bldg 412 SERE) 0348A		Training Trailer	UNK	
FASO (Bldg 414 SERE) 0348A		Training Trailer	UNK	
FASO (Bldg 450) 0348A		Classroom	195	
FASO (Bldg 451 SERE) 0348A		Training Bldg	288	
FASO (Bldg 564 SERE) 0348A		Cook Shack	180	
FASO (Bldg 565 SERE) 0348A		Multi-Purpose Bldg[1]	7,800	
FASO (Bldg 54) 0348A		Applied Instruction	30,000	
FASO (Bldg 567 SERE) 0348A		Generator Bldg	480	
FASO (Bldg 568 SERE) 0348A		Storage	1,280	
FASO (Bldg 570 SERE) 0348A		Recreation Pavilion	630	
FASO (Bldg 571 SERE) 0348A		Storage	580	
FASO (Bldg 572 SERE) 0348A		Generator Plant	96	
FASO (Bldg 573 SERE) 0348A		POW Training Bldg	468	

Support Unit Identification /UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/uncovered in SF)[2]	
			Covered	Uncovered
FASO (Bldg 574 SERE) 0348A		POW Training Bldg	468	
FASO (Bldg 575 SERE) 0348A		Latrine (detached)	80	
FASO (Bldg 576 SERE) 0348A		Guard Tower	100	
FASO (Bldg 577 SERE) 0348A		POW Training	440	
FASO (Bldg 578 SERE) 0348A		Guard Tower	64	
FASO (Bldg 580 SERE) 0348A		POW Training	288	
FASO (Bldg 624 SERE) 0348A		Emergency Shelter	320	
FASO (Bldg 625 SERE) 0348A		Emergency Shelter	320	

[1]Facility designated C4 on NAS Brunswick 1993 Baserep. Temporary trailers are currently being utilized to replace facility closed by CO.
[2]Requirement based on recent BFR
[3]Brunswick provides support to Supervisor of Shipbuilding (SUPSHIPS), Bath, ME, and precommissioning units at Bath Iron Works (BIW) through an InterService Support Agreement (ISSA). At any point in time, services are provided to the SUPSHIPS organization and 3 to 6 ships and their crews. Services include: R

a. Berthing for crews of ships being built or overhauled at BIW. Services include operation, maintenance and repair for bachelor quarters; grounds maintenance; fire protection and utilities services; laundry; trash collection; related safety and health services. R

b. Messing for crews of ships being built or overhauled at BIW. Services include full operation, maintenance and management of messing facilities including all related facilities and supply support. R

c. Motor Vehicles. Services include petroleum products for SUPSHIPS vehicles and vehicle rentals. R

d. Common Support. Services include all range of MWR functions plus exchange, commissary, PSD, medical, dental, chaplain, family services, child care, and counseling and assistance (CAAC) to active duty and dependents. R

Support Unit Identification /UIC	Mission	Facilities Required	Equipment Laydown Requirement (covered/uncovered in SF)[2]	
			Covered	Uncovered
FASO (Bldg 574 SERE) 0348A		POW Training Bldg	468	
FASO (Bldg 575 SERE) 0348A		Latrine (detached)	80	
FASO (Bldg 576 SERE) 0348A		Guard Tower	100	
FASO (Bldg 577 SERE) 0348A		POW Training	440	
FASO (Bldg 578 SERE) 0348A		Guard Tower	64	
FASO (Bldg 580 SERE) 0348A		POW Training	288	
FASO (Bldg 624 SERE) 0348A		Emergency Shelter	320	
FASO (Bldg 625 SERE) 0348A		Emergency Shelter	320	

[1]Facility designated C4 on NAS Brunswick 1993 Baserep. Temporary trailers are currently being utilized to replace facility closed by CO.
[2]Requirement based on recent BFR

e. Family Housing. Full family housing services including operation, maintenance, repair, and management of family housing assets and housing referral services. R

f. Group household goods and privately owned vehicle moves for crews of ships moving to newly assigned homeports. R

g. Education. Services include Navy Campus and on-base educational services. R

h. Weapons platform support. Full range support provided for Aegis weapons systems on ships, including storage, shipment, receipt, and issue of weapons and ammunition. R

i. Launch facility TACAIR assets operation in support of ship trials. R

j. GEMD support for AEGIS Micro-Miniature (2M) repair/recertification MOU. R

k. Material handling, storage and issue (SERVMART and general supplies). R

l. Military working dog support. R

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

There are no changes as a result of BRAC decisions; however, we are programmed to lose VP-23 as a result of FY-95 budget reductions.

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

There are no changes as a result of BRAC decisions; however, we are programmed to lose VP-23 as a result of FY-95 budget reductions.

10a. List all **other USN/USNR, USMC/USMCR, and other DoD or non-DoD active and SELRES units** not listed previously, that are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

10b. For each of these other **reserve Navy/Marine Corps** units at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

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NR Activity/Unit: NRVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	0	0	0	0	0	0	10	0	0	0	8	0
Enlisted	0	0	0	0	0	0	1	0	0	0	1	0

Remarks: Unit drills at South Weymouth (with the exception of a few officers, who drill at CPW-5). Billet/staffing level information not available in Brunswick.

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated. R

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	1	3	3
NFO	0	0	1
Other Officers	2	0	1
Enlisted	6	2	2

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NR Activity/Unit: NRVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	0	0	0	0	0	0	10	0	0	0	8	0
Enlisted	0	0	0	0	0	0	1	0	0	0	1	0

Remarks: Unit drills at South Weymouth (with the exception of a few officers, who drill at CPW-5). Billet/staffing level information not available in Brunswick.

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated. R

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	1	3	3
NFO	0	0	0
Other Officers	2	0	1
Enlisted	6	2	2

NR Activity/Unit: NRVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	0	0	0	0	0	0	10	0	0	0	8	0
Enlisted	0	0	0	0	0	0	1	0	0	0	1	0

Remarks: Unit drills at South Weymouth (with the exception of a few officers, who drill at CPW-5). Billet/staffing level information not available in Brunswick.

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	NO RECORDS FOR FY 91	3	1
NFO		1	1
Other Officers		0	2
Enlisted		4	2

TRAINING SUPPORT

12a. Estimate the number of **flight operations** (take-off, landing, touch and go, and approach without landing) per year at your installation that are needed **to maintain required operational readiness** by each squadron/unit assigned to the installation. Provide comments on the basis for these values.

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
VP-8	P3CII	3,564	[1]
VP-10	P3CII	3,564	[1]
VP-11	P3CII	3,564	[1]
VP-23	P3CII	3,564	[1]
VP-26	P3CII	3,564	[1]
VPU-1	P3CII	972	[1]
NAS Brun	HH1N	1,040	[1]
NAS Brun	UC12B	624	[1]

[1]All are based on minimum flight operations required to maintain aircrew proficiency.

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12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location), indicate how many hours per year are **required for** each user to maintain **required operational readiness.** Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training. R

[1] include RON/domestic deployment training

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
VCOA	VIRGINIA COAST 420	WARNING	42239[1]	CPW-5	ASW/ASUW	544
NBOA	NEW YORK 170	WARNING	42239[1]	CPW-5	ASW/ASUW	1,713
CPOA	CHARLESTON 556	WARNING	42239[1]	CPW-5	ASW/ASUW	292
OCEANIC AREAS	VACAPES 300	OCEANIC/ SURV. PHOTO	42239[1]	CPW-5	ASW/ASUW	380
CONDOR	MAINE 45	MOA	BURLINGTON FLT SERVICE	CPW-5	PILOT	89
COLE	MAINE 34	WARNING	35381	CPW-5	PILOT	2,136
AUTEC	PUERTO RICO 1220	UTR	63821[2]	CPW-5	TORPEX	139
CHARLESTON MINING	CHARLESTON 560	WARNING	53895[3]R	CPW-5	MINING	70
SMALL POINT	MAINE 20	OPAREA	35381[4]	CPW-5	MINING	810
NBOA	NEW YORK 170	WARNING	42239[1]	SUPSHIP	RADAR	85

Remarks:
[1]FACSFAC VACAPES
[2]AUTEC UTR
[3]FASCFAC JAX
[4]TSC BRUNSWICK

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location), indicate how many hours per year are **required for** each user to maintain **required operational readiness.** Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

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CPOA	CHARLESTON 556	WARNING	42239[1]	CPW-5	ASW/ASUW	292
OCEANIC AREAS	VACAPES 300	OCEANIC/ SURV. PHOTO	42239[1]	CPW-5	ASW/ASUW	380
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CHARLESTON MINING	CHARLESTON 560	WARNING	43043[3]	CPW-5	MINING	70
SMALL POINT	MAINE 20	OPAREA	35381[4]	CPW-5	MINING	810
NBOA	NEW YORK 170	WARNING	42239[1]	SUPSHIP	RADAR	85

Remarks:
[1]FACSFAC VACAPES
[2]AUTEC UTR
[3]FASCFAC JAX
[4]TSC BRUNSWICK

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12c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table: R

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations[2]
COLE AREAS	34NM	WARNING PILOT, TACTICAL	35381	1991	792	792	
				1992	~1,500	~1,500	
				1993	2,250	2,136	
CONDOR AREAS	45NM	WARNING PILOT ELETRO-OPTICAL TRNG	HUNTRESS	1991	UNK	UNK	
				1992	UNK	UNK	
				1993	89	89	
SMALL POINT	20NM	WARNING LOW LEVEL MINING	35381	1991	792	792	
				1992	810	810	
				1993	840	810	
VCOA	420	WARNING ASW, ASUW, SURV	42239	1991	2,292	2,202	
				1992	1,407	1,322	
				1993	544	523	
NBOA	170	WARNING ASW, ASUW, SURV, RADAR	42239	1991	2,340	2,272	
				1992	1,998	1,892	
				1993	1,713	1,644	

12c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations[2]
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				1992	~1,500	~1,500	
				1993	2,250	2,136	
CONDOR AREAS	45NM	WARNING PILOT ELETRO-OPTICAL TRNG	HUNTRESS	1991	UNK	UNK	
				1992	UNK	UNK	
				1993	89	89	
SMALL POINT	20NM	WARNING LOW LEVEL MINING	35381	1991	792	792	
				1992	810	810	
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				1992	1,407	1,322	
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				1992	1,998	1,892	
				1993	1,713	1,644	

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SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations[2]
CPOA	556	WARNING BG SUPPORT	42239	1991	35	31	
				1992	141	132	
				1993	292	288	
OCEANIC	300	SURV, PHOTO	42239	1991	108	99	
				1992	229	221	
				1993	380	375	
AUTEC	1220	UTR/ASW, TORPEX	63821	1991	180	176	
				1992	205	197	
				1993	139	135	
CHARLESTON	560	WARNING/ MINING	53895 R	1991	70	68	
				1992	70	72	
				1993	70	69	

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% canceled due to weather; 10% canceled for unscheduled range maintenance, etc.).
The reason for the difference in schedule and utilized hours was due to a combination of weather and aircraft maintenance.

[2]The abundance of underutilized airspace in the vicinity of Brunswick provides for significant operational flexibility for the future. Condor MOA, over land to the west, is significantly underutilized (see discussion at 12.d.). The Warning areas to the east of the field are a significant asset of unencumbered airspace and include W-102 high which ranges up to FL 600. The Cole areas (surface to 17,000) which overlie and extend beyond the Warning areas can support significantly greater utilization. Additionally, there are numerous military training routes over the state of Maine.

P-3s, regardless of their homeport, will always have to transit to the VACAPES Opareas to work with the fleet units. Brunswick does have the advantage of close proximity to the Narraganset Bay Opareas, where P-3s routinely work with SUBLANT assets.

	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1]	Operating Limitations[2]
					# Hours	# Hours	
CPOA	556	WARNING BG SUPPORT	42239	1991	35	31	
				1992	141	132	
				1993	292	288	
OCEANIC	300	SURV, PHOTO	42239	1991	108	99	
				1992	229	221	
				1993	380	375	
AUTEC	1220	UTR/ASW, TORPEX	63821	1991	180	176	
				1992	205	197	
				1993	139	135	
CHARLESTON	560	WARNING/ MINING	43043	1991	70	68	
				1992	70	72	
				1993	70	69	

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% canceled due to weather; 10% canceled for unscheduled range maintenance, etc.).
The reason for the difference in schedule and utilized hours was due to a combination of weather and aircraft maintenance.
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P-3s, regardless of their homeport, will always have to transit to the VACAPES Opareas to work with the fleet units. Brunswick does have the advantage of close proximity to the Narraganset Bay Opareas, where P-3s routinely work with SUBLANT assets.

Traffic congestion is not a factor in the Northeast. Training is routinely conducted under radar advisories in non-congested areas throughout the flying area. ATC delays are unheard of due to the low volume of civilian operations in the area. P-3 aircraft are welcome at a variety of civilian and military airfields throughout the Northeast. This flexibility essentially ensures full completion of training requirements in a wide variety of weather conditions.

12d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

NAS Brunswick is not constrained by airspace scheduling. There are 4,380 hrs of daylight per year that our operating areas can be utilized for training. The 2 CONDOR areas (CONDOR and YANKEE) could accommodate 8,760 hrs training per year; the 4 COLE areas, 17,520 hrs; and SMALL POINT, 4,380 hrs.

Based on present scheduling, the Condor and Yankee MOAs are underutilized. Yankee MOA is utilized for 1,000 sorties per year (3 per day) by Connecticut Air National Guard A-10s and Massachusetts and Vermont Air National Guard F-16s. Condor MOA is utilized approximately 4 hours per day by Brunswick P-3s and Massachusetts Air National Guard F-15s (Bangor detachment). These areas are utilized for TACAIR air-to-air and air-to-ground training and given proper funding could provide FACSFAC-type services. (See attached chart.)

12e. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

No MILCON/BRACON programmed through FY97.

12f. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

A Fleet Area Control and Surveillance Facility (FACSFAC) can be constructed at Redington at a preliminary estimated cost of $80M to include the system and all supporting facilities, messing, berthing, parking, roads, and pertinent infrastructure.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

No known restrictions at Rangeley. NAS Brunswick possesses sufficient land area at Rangeley to construct a FACSFAC, as stated in paragraph 12f.

12h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

Yes. Based on a current monthly average of 230 aircraft departures exiting Brunswick airspace, an increase of not less than 100% additional capacity could be assumed by Boston Center.

OPNAV

N88 BRAC-95 Data Call Review Comments

Data Call # 16 : Capacity Analysis: Operational Air Stations

Activity: NAS Brunswick

Date: 23 June 94

Page	Paragraph	Comments
30	13.a.	Yearly usage rate for device 14B53A should be footnoted as anticipated usage rate. The device has been under modification since FY-91 and there is therefore no historical usage data for the past 3 years.

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13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness? R

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)[3]
SMALL POINT	20	OPAREA	35381	CPW-5	MINING	810
CHARLESTON	560	WARNING	53895 R	CPW-5	MINING	70
2F140 WST	NAS Brun	SIMULATOR	35381	CPW-5/RES	ASW/ASUW	3,680/410
2F87 OFT	NAS Brun	SIMULATOR	35381	CPW-5/RES	ASW/ASUW/PILOT	3,745/710
14B44 ACOUSTIC	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,632
14B53A ACOUSTIC	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,632
PASSIVE ACOUSTIC DETECTION SYS	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,248
LIGHT WEIGHT ELECTRONIC WARFARE (LENTS)	NAS Brun	SIMULATOR	35381	CPW-5	EW/ASUW	1,248
ISAR	NAS Brun	SIMULATOR	35381	CPW-5	EW/ASW/ASUW	1,248
HETA (HARPOON ENGAGEMENT TRAINING AID)	NAS Brun	SIMULATOR	35381	CPW-5	ASUW	1,050
RTF[2]	130NM	SERE	0348A	FASO	LEVEL "C" CODE OF CONDUCT	156,937
RTF[2]	130NM	CWEST	0348A	FASO	COLD WEATHER	1,080
RTF[2]	130NM ADEVA	ADEVA	0348A	FASO	EVASION	800

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)[3]
SMALL POINT	20	OPAREA	35381	CPW-5	MINING	810
CHARLESTON	560	WARNING	43043	CPW-5	MINING	70
2F140 WST	NAS Brun	SIMULATOR	35381	CPW-5/RES	ASW/ASUW	3,680/410
2F87 OFT	NAS Brun	SIMULATOR	35381	CPW-5/RES	ASW/ASUW/PILOT	3,745/710
14B44 ACOUSTIC	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,632
14B53A ACOUSTIC	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,632
PASSIVE ACOUSTIC DETECTION SYS	NAS Brun	SIMULATOR	35381	CPW-5	ASW	1,248
LIGHT WEIGHT ELECTRONIC WARFARE (LENTS)	NAS Brun	SIMULATOR	35381	CPW-5	EW/ASUW	1,248
ISAR	NAS Brun	SIMULATOR	35381	CPW-5	EW/ASW/ASUW	1,248
HETA (HARPOON ENGAGEMENT TRAINING AID)	NAS Brun	SIMULATOR	35381	CPW-5	ASUW	1,050
RTF[2]	130NM	SERE	0348A	FASO	LEVEL "C" CODE OF CONDUCT	156,937
RTF[2]	130NM	CWEST	0348A	FASO	COLD WEATHER	1,080
RTF[2]	130NM ADEVA	ADEVA	0348A	FASO	EVASION	800

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
RTF[2]	130NM	IUT	0348A	FASO	INSTRUCTOR TRAINING	5,220
Applied Physiology Training Unit (APTU)	Bldg 150	Dry land portion of water survival training	09661	VP-8	Water Survival	256
"	"	"	09639	VP-10	"	392
"	"	"	09367	VP-11	"	245
"	"	"	09043	VP-23	"	360
"	"	"	09610	VP-26	"	253
"	"	"	53869	VPU-1	"	104
"	"	"	60087	NAS	"	45
"	"	"	0348A	FASO	"	56
"	"	"	32615	MED CLINIC	"	5
"	"	Naval Aviation Physiology Training Program	09661	VP-8	Naval Physiology Training	317
"	"	"	09639	VP-10	"	378
"	"	"	09367	VP-11	"	328
"	"	"	09043	VP-23	"	379
"	"	"	09610	VP-26	"	309
"	"	"	53869	VPU-1	"	114
"	"	"	60087	NAS	"	51
"	"	"	0348A	FASO	"	56
"	"	"	32615	MED CLINIC	"	24
Durham Leisure Center	15 miles	Swimming Pool	60087	NAS Brun/OMD	SAR Training	36

[1]Include RON/domestic deployment training
[2]RTF = Retention Training Facility
[3]Three year average rounded to nearest whole number.

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13b. For each **ground/water training facility/range/training area** listed above, complete the following table: R

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1,3]
					# Hours	# Hours
14B53A Acoustic	NAS Brun	Simulator	35381	1991	0	0
				1992	0	0
				1993	0[2]	0[2]
Passive Acoustic Detection System	NAS Brun	Simulator	35381	1991	1,313	1,248
				1992	1,313	1,248
				1993	1,313	1,248
Lightweight Electronic Warefare	NAS Brun	Simulator	35381	1991	1,313	1,248
				1992	1,313	1,248
				1993	1,313	1,248
ISAR	NAS Brun	Simulator	35381	1991	1,248	1,248
				1992	1,248	1,248
				1993	1,248	1,248
HETA	NAS Brun	Simulator	35381	1991	1,050	1,050
				1992	1,050	1,050
				1993	1,050	1,050
2F140 WST	NAS Brun	Simulator	35381	1991	3,800	3,680
				1992	3,800	3,680
				1993	3,800	3,680
2F87 OFT	NAS Brun	Simulator	35381	1991	3,800	3,745
				1992	3,800	3,745
				1993	3,800	3,745
14B44 Acoustic	NAS Brun	Simulator	35381	1991	1,720	1,632

13b. For each **ground/water training facility/range/training area** listed above, complete the following table:

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized[1,3]
					# Hours	# Hours
14B53A Acoustic	NAS Brun	Simulator	35381	1991	0	0
				1992	0	0
				1993	0[2]	0[2]
Passive Acoustic Detection System	NAS Brun	Simulator	35381	1991	1,313	1,248
				1992	1,313	1,248
				1993	1,313	1,248
Lightweight Electronic Warefare	NAS Brun	Simulator	35381	1991	1,313	1,248
				1992	1,313	1,248
				1993	1,313	1,248
ISAR	NAS Brun	Simulator	35381	1991	1,248	1,248
				1992	1,248	1,248
				1993	1,248	1,248
HETA	NAS Brun	Simulator	35381	1991	1,050	1,050
				1992	1,050	1,050
				1993	1,050	1,050
2F140 WST	NAS Brun	Simulator	35381	1991	3,800	3,680
				1992	3,800	3,680
				1993	3,800	3,680
2F87 OFT	NAS Brun	Simulator	35381	1991	3,800	3,745
				1992	3,800	3,745
				1993	3,800	3,745
14B44 Acoustic	NAS Brun	Simulator	35381	1991	1,720	1,632

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Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1,3] # Hours
				1992	1,720	1,632
				1993	1,720	1,632
Small Point	20NM	Warning	35381	1991	792	792
				1992	810	810
				1993	840	810
Charleston	560	Warning	53895 R	1991	UNK	UNK
				1992	UNK	UNK
				1993	85	70
Redington Training Facility (RTF)	130NM	SERE CWEST ADEVA IUT	0348A	1991	189,230	198,722
				1992	189,230	194,445
				1993	130,190	164,037
Applied Physiology Training Unit (APTU)	Bldg 150	Physiology	09661	1991	768	768
		Physiology	09639 09367	1992	544	544
		Physiology	09043 09610	1993	376	376
		Water Survival	53869	1991	472	472
		Water Survival	60087 0348A	1992	304	304
		Water Survival	32615	1993	328	328

[1]For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% canceled due to weather; 10% canceled for unscheduled range maintenance, etc.).
[2]New Install UIII Trainer Jul 94.
[3]Differences in scheduled and utilized hours were caused by maintenance problems and squadron no-shows.

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1,3] # Hours
				1992	1,720	1,632
				1993	1,720	1,632
Small Point	20NM	Warning	35381	1991	792	792
				1992	810	810
				1993	840	810
Charleston	560	Warning	43043	1991	UNK	UNK
				1992	UNK	UNK
				1993	85	70
Redington Training Facility (RTF)	130NM	SERE CWEST ADEVA IUT	0348A	1991	189,230	198,722
				1992	189,230	194,445
				1993	130,190	164,037
Applied Physiology Training Unit (APTU)	Bldg 150	Physiology	09661 09639 09367 09043 09610 53869 60087 0348A 32615	1991	768	768
		Physiology		1992	544	544
		Physiology		1993	376	376
		Water Survival		1991	472	472
		Water Survival		1992	304	304
		Water Survival		1993	328	328

[1]For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% canceled due to weather; 10% canceled for unscheduled range maintenance, etc.).
[2]New Install UIII Trainer Jul 94.
[3]Differences in scheduled and utilized hours were caused by maintenance problems and squadron no-shows.

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all calculations.

COMPATWINGFIVE: Current hangars, ramp, facilities and weapons systems trainer have capacity to meet the requirements of all seven East Coast active duty VP squadrons and Patrol Squadron Special Projects Unit One (VUP-1); a total of 66 P-3Cs. NAVFAC P-80 surge capacity is 86 (see question 16.a.).

RTF: Without operational funding constraints, Rangeley Training Facility could teach full student capacity classes as follows:

SERE = 44 classes yr x 62 students per class x 121 hrs a student = 330,088 hrs.
ADEV = 10 classes yr x 20 students per class x 100 hrs a student = 20,000 hrs.
CWEST = 8 classes yr x 65 students per class x 90 hrs a student = 46,800 hrs.
IUT = 72 instructors x 580 hrs training = 41,760 hrs.

APTU - Physiology and Water Survival

Without operational funding constraints, the increased (full) student capacity reflected in par. 14b - APTU (121,600 student hrs/yr and 21,888 student hrs/yr) could be realized.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

NAS Brunswick, ME has no MILCON/BRACON programmed through FY97.

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

To add operating capacity to the SERE school in Rangeley, MILCON Project P-147 can be supported to provide a new 15,550 sq. ft. multi-purpose building, a 4,800 sq. ft. public works storage/maintenance building, and improve the resistance training laboratory by constructing a 1,800 sq. ft. training facility and replacing the existing obsolete utilities. Estimated cost: $3.2M.

With the construction of MILCON project P-147 and appropriate manning and funding, the Rangeley training facility could accommodate all SERE training requirements, Navy-wide, as a single-site training center at a estimated total cost of $4M (barracks, TEMADD budget, and consumables).

13f. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., zoning restrictions, lack of available space,etc.).

No known restrictions at Rangeley. NAS Brunswick possesses sufficient land area at Rangeley to construct MILCON project P-147, as stated in paragraph 13e.

As a Navy-wide single-site training center, limiting factors could include logistics problems in airlifting students from entire CONUS.

14a. By facility Category Code Number (CCN), provide the usage requirements for each course of instruction required for all formal schools on your installation. Do not include requirements for maintaining unit readiness, GMT, sexual harassment, etc. Include all applicable 171-XX and 179-xx CCN's. **Three tables provide the response to this question.**

A = Students per year
B = Number of hours each student spends in this training facility for the type of training received
C = A X B

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
RTF: Ground Training	SERE	Code of Conduct	1,297	121	156,937	1,300	121	157,300
	CWEST	Cold Weather	12	90	1,080	100	90	9,000
	ADVEA	Evasion	8	100	800	100	100	10,000
	IUT	Instructor Training	9	580	5,220	20	580	11,600
Building 54 FASO	ASW	Acoustic/ Non-Acoustic/ Electronic Warfare	369	80	29,520	400	80	32,000
	ISAR	Inverse Synthetic Apeture Radar	52	80	4,160	50	80	4,000
	AMAMT	Aviation Maintenance	461	45	20,745	400	45	18,000
	NALCOMIS	Computer Logistics	0	0	0	150	40	6,000

CCN: 171-20

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Academic Classroom		Physiology	360	8	2,880	360	8	2,880
Academic Classroom		Water Survival	238	8	1,904	238	8	1,904

CCN: 740-88

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C
Voluntary Academic Education	New Hampshire College	Associate Degree	740	40	29,600	740	40	29,600
		Bachelor Degree	1,800	40	72,000	1,800	40	72,000
		Masters Degree	600	36	21,000	600	36	21,000
	Embry-Riddle (College)					480	48	23,040

14b. By Category Code Number (CCN), complete the following table for all **training facilities** aboard the installation. Include all 171-xx, 179-xx CCN's.

For example: In the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-20 - FASO

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Building 54 Classrooms:			
AMAMT	3	34	81,600
ASW	4	44	105,600
Nuclear Weapons Training (NWT)	1	40	96,000
SERE	1	75	180,000
Rangeley: SERE Survival Classroom	1	65	156,000

CCN: 171-20 - APTU

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Academic Inst. C. R. (APTU)	2	50	121,600
Altitude Chamber	1	9	21,888

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

FASO - Actual Seating Capacity x 8 hrs day x 300 days/yr.

APTU - Actual Seating Capacity x 8 hrs day x 304 days/yr.

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14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

None. FASO student capacity figures cited in par 14b for classroom areas at RTF and Bldg 54 are maximum for 8 hr day usage. By utilizing the facility on a shift basis, we can commensurately increase capacity.

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

FASO classrooms are designed for the above capacity levels. With additional instructors, buildings, funding, etc., student capacities could be increased tremendously.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate **facilities** in terms of square feet and number of students. R

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N60087	171-15	RESERVE TRNG 337	5,282	200[6]					5,282	200[6]
N60087	171-15	RESERVE TRNG 338	4,320	200[6]					4,320	200[6]
N60087	171-15	RESERVE TRNG 339	9,013	200[6]					9,013	200[6]
N60087	171-20	APPLIED INST 150	13,196	59					13,196	59
N60087	171-20	APPLIED INST 250	2,414	120					2,414	120
N60087	171-20	APPLIED INST 576	100	[1]					100	[1]
N60087	171-20	APPLIED INST 578	64	[1]					64	[1]
N60087	171-20	APPLIED INST 82	2,880	62					2,880	62
N60087	171-20	APPLIED INST 116	1,144	65					1,144	65

14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

None. FASO student capacity figures cited in par 14b for classroom areas at RTF and Bldg 54 are maximum for 8 hr day usage. By utilizing the facility on a shift basis, we can commensurately increase capacity.

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

FASO classrooms are designed for the above capacity levels. With additional instructors, buildings, funding, etc., student capacities could be increased tremendously.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate **facilities** in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N60087	171-15	RESERVE TRNG 337	5,282	200[6]					5,282	200[6]
N60087	171-15	RESERVE TRNG 338	4,320	200[6]					4,320	200[6]
N60087	171-15	RESERVE TRNG 339	9,013	200[6]					9,013	200[6]
N60087	171-20	APPLIED INST 150	13,196	59					13,196	59
N60087	171-20	APPLIED INST 250	2,414	120					2,414	120
N60087	171-20	APPLIED INST 576	100	[1]					100	[1]
N60087	171-20	APPLIED INST 578	64	[1]					64	[1]
N60087	171-20	APPLIED INST 82	2,880	62					2,880	62
N60087	171-20	APPLIED INST 116	1,144	65					1,144	65

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total		
			SF	PN	SF	PN	SF	PN	SF	PN	
N60087	171-20	APPLIED INST 5	3,814	190					3,814	190	
N60087	171-20	APPLIED INST 54	30,000	193					30,000	193	
N60087	171-20	APPLIED INST 87	7,083	354					7,083	354	
N60087	171-20	APPLIED INST 573	468	[1]					468	[1]	
N60087	171-20	APPLIED INST 577	440	[1]					440	[1]	
N60087	171-20	APPLIED INST 574	468	[1]					468	[1]	
N60087	171-20	APPLIED INST 564	180	[1]					180	[1]	
N60087	171-35	OP TRNR FAC 639	3,540	4					3,540	4	
N60087	171-35	OP TRNR FAC 644	10,100	8					10,100R	8	R
N60087	171-50	SM ARMS RNGE 382	3,400	6[2]					3,400	6[2]	
N60087	171-77	TRNG MAT STO 568			1,280[3]	N/A			1,280	N/A	
N60087	179-35	WEP OPS TWR 557	0	N/A[4]					0	N/A[4]	
N60087	179-35	WEP OPS TWR 558	0	N/A[5]					0	N/A[5]	
N60087	179-45	TRNG MOCK UP NONE	0	N/A					0	N/A	
N60087	179-50	TRNG COURSE NONE	0	N/A					0	N/A	
N60087	740-88	EDUC SVCS OFF 20	16,994	637					16,994	637	
N08867	171-15	RNCB-27 TRNG 629	960	760					960	760	
N08867	171-15	RNCB-27 TRNG 630	960	760[7]					960	760[7]	

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N60087	171-20	APPLIED INST 5	3,814	190					3,814	190
N60087	171-20	APPLIED INST 54	30,000	193					30,000	193
N60087	171-20	APPLIED INST 87	7,083	354					7,083	354
N60087	171-20	APPLIED INST 573	468	[1]					468	[1]
N60087	171-20	APPLIED INST 577	440	[1]					440	[1]
N60087	171-20	APPLIED INST 574	468	[1]					468	[1]
N60087	171-20	APPLIED INST 564	180	[1]					180	[1]
N60087	171-35	OP TRNR FAC 639	3,540	4					3,540	4
N60087	171-35	OP TRNR FAC 644	10,100	8					10,000	8
N60087	171-50	SM ARMS RNGE 382	3,400	6[2]					3,400	6[2]
N60087	171-77	TRNG MAT STO 568			1,280[3]	N/A			1,280	N/A
N60087	179-35	WEP OPS TWR 557	0	N/A[4]					0	N/A[4]
N60087	179-35	WEP OPS TWR 558	0	N/A[5]					0	N/A[5]
N60087	179-45	TRNG MOCK UP NONE	0	N/A					0	N/A
N60087	179-50	TRNG COURSE NONE	0	N/A					0	N/A
N60087	740-88	EDUC SVCS OFF 20	16,994	637					16,994	637
N08867	171-15	RNCB-27 TRNG 629	960	760					960	760
N08867	171-15	RNCB-27 TRNG 630	960	760[7]					960	760[7]

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Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N08867	171-15	RNCB-27 TRNG 631	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 633	2,650 R	760[7]					2,560	760[7]
N08867	171-15	RNCB-27 TRNG 634	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 635	4,830	760[7]					4,830	760[7]
N08867	171-15	RNCB-27 TRNG 636	3,900	760[7]					3,900	760[7]
N08867	171-15	RNCB-27 TRNG 657	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 658	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 659	1,920	760[7]					1,920	760[7]

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]These are various structures comprising the POW compound simulation at the Rangeley Training Facility. The design PN is 71.
[2]This structure is closed due to environmental and mechanical problems. A mobile range with a design PN of 3 is now on station and will be available.
[3]1,280 SF (old garage at Rangeley) did not result in C3 or C4 designation on BASEREP.
[4]This is Small Point Rake mining observation tower.
[5]This is Sabino Rake mining observation tower.
[6]The number of student spaces for these facilities totals 200.
[7]The number of student spaces for these facilities totals 760.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N08867	171-15	RNCB-27 TRNG 631	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 633	2,560	760[7]					2,560	760[7]
N08867	171-15	RNCB-27 TRNG 634	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 635	4,830	760[7]					4,830	760[7]
N08867	171-15	RNCB-27 TRNG 636	3,900	760[7]					3,900	760[7]
N08867	171-15	RNCB-27 TRNG 657	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 658	960	760[7]					960	760[7]
N08867	171-15	RNCB-27 TRNG 659	1,920	760[7]					1,920	760[7]

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[1]These are various structures comprising the POW compound simulation at the Rangeley Training Facility. The design PN is 71.
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[4]This is Small Point Rake mining observation tower.
[5]This is Sabino Rake mining observation tower.
[6]The number of student spaces for these facilities totals 200.
[7]The number of student spaces for these facilities totals 760.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
None								

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
None								

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
None				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
None				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

N/A, no piers

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

N/A, no piers

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

N/A, no piers

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

N/A, no piers

FACILITIES

16a. Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be based and parked on your **current parking aprons.**
Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accommodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed[1]	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
P-3CII	24/40	46	50	86	90
P-3CII[2]	24/40	5	5	91	95
P-3CII[3]			26		121
P-3CII[4]	24/40		132		253

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, parking angle, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces. Indicate if taxiway aprons are used in the projection.

Also see Aircraft Parking Plan Drawing. Table above provides 4 potential parking/stationing options that could permit significant increase in home based aircraft.
[1]Through FY 91, six active VP squadrons (9 aircraft/squadron) were stationed at NAS Brunswick.
[2]Taxiway D, G, and H are blocked.
[3]26 Aircraft are parked on both ends of the abandoned runway (Taxiway I) with 20 feet of wingtip clearance and 54 feet of nose-to-nose clearance.
[4]132 aircraft are parked on the outboard runway with 20 feet of wing tip clearance and 104 feet of nose-to-nose clearance.

At no time will the hazardous cargo staging area be obstructed.

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16b. List current **usage of parking apron area** in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001. R

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
Hangar 5 South	200,250						
Hangar 5 North	166,875						
Hangar 4 R	33,375						
Hangar 1 R	200,250						
Hangar 2	200,250						
Hangar 3	200,250						
Hangar 2						114,750	
Access/Excess						3,124,701	
Column totals	1,001,250					3,239,451	[1]4,240,701

[1] Grand total

In spite of the fact that VP-23 is programmed for decommissioning in FY 95, changes in the deployment schedule will have no impact on the number of squadrons at home. Therefore, there is no anticipated change in usage of parking apron areas for FY 2001.

Same as above. No MILCON projects are programmed for Apron/Parking.

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

NAS Brunswick, ME has no MILCON/BRACON programmed through FY97.

16b. List current **usage of parking apron area** in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
Hangar 5 South	200,250						
Hangar 5 North	166,875						
Hangar 5 (A)	33,375						
Hangar 5 (B)	200,250						
Hangar 2	200,250						
Hangar 3	200,250						
Hangar 2						114,750	
Access/Excess						3,124,701	
Column totals	1,001,250					3,239,451	[1]4,240,701

[1] Grand total

In spite of the fact that VP-23 is programmed for decommissioning in FY 95, changes in the deployment schedule will have no impact on the number of squadrons at home. Therefore, there is no anticipated change in usage of parking apron areas for FY 2001.

Same as above. No MILCON projects are programmed for Apron/Parking.

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

NAS Brunswick, ME has no MILCON/BRACON programmed through FY97.

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

To provide additional aircraft parking space, a project can be added to construct another estimated 170,000 SY of parking apron at an estimated cost of $44/SY. These assumptions yield a total estimated cost of approximately $7,500K.

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

NAS Brunswick, ME has adequate real estate to site approximately 600,000 sq. ft. of additional ramp space.

17a. List the **hangars** at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height (Door Ht.)	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
1	II	1942	300 X 240	32 ft 6 ft door	Aircraft Maintenance	72,150[2]			72,150
2	II	1942	200 X 240[5]	32 ft	Public Works Storage/OMD/Air Operations		23,080[3]		23,080
3	II	1942	232 X 240	32 ft 6 ft door	Aircraft Maintenance		55,720[3]		55,720
4(250)	II	1956	240 X 160	40 ft	Aircraft Maintenance	28,560	10,815[4]		39,375
5	II	1982	126 X 120[1]	42 ft	Aircraft Maintenance	106,184			106,184

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your BASEREP.

[1]Dimensions are for each bay (total 7 bays)
[2]Under rehab - contractor expected completion 10/94; CO estimates spring, 1995.
[3]Hangars 2 and 3 are 50 years old and of wooden construction. The wood truss systems are failing. Trusses have been repaired on an as-needed basis. Exterior walls may need work in the future. These hangars are approximately 50,000 ft. short of BFR required maintenance space. Special projects R18-90 and R19-90 will make needed repairs to these hangars.
[4]Not designated C3 or C4 on BASEREP.
[5]200 X 240 are the actual hangar deck dimensions and includes Public Works snow removal equipment. The actual space used for aircraft is 200 X 115.

The information in the table above provides the square footage per module for each hangar, broken down into OPS/ADMIN, MAINT SHOPS and HANGAR DECK. However, the information falls short in illustrating the total size of each hangar and its relative size to the other hangars on the air station. We have provided the following table to complete that picture.

Hangar #/ID/Type ALL TYPE II	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module
Hgr 1[1]	Under Rehab	15,920	13,965	72,150
Hgr 2	Air Ops/PW/ Storage	4,519	5,390	23,080
Hgr 3	VP-11	9,960	9,760	55,720
Hgr 4(250)	VPU-1	24,882	7,919	39,375
Hgr 5[2]	Hgr 5N VP-10 Hgr 5S VP-26	27,401	25,580	106,184
Total		82,682	62,614	296,509

[1]Includes additional 4,000 SF of Ops + Admin and 4,000 SF of Maint Shops in rehab project
[2]Includes corrosion control bay.

17b. For each hangar provide space allocation information listed in table below. Indicate if OPS/ADMIN space is in a non-continguous building. Provide subtotal for each hangar.

Hangar #/ID/Type ALL TYPE II	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3] (68 TOTAL)		
					#/ Module	SF	Elec. Pwr.[5]
Hgr 1 4 Modules	Under Rehab	[4]3,980	[4]3,490	18,037	5	75,000	None
Hgr 2 1 Module	Air Ops/PW Storage	4,519	5,390	23,080	8	120,000	None
Hgr 3 4 Modules	VP-11	2,490	2,440	13,930	2.5	37,500	None
Hgr 4 (250) 2 Modules	VPU-1	12,441	3,960	19,688	5	75,000	None
Hgr 5 7 Modules	Hgr 5N VP-10 Hgr 5S VP-26	3,914	3,654	15,170	2.8	42,000	None
TOTAL						349,500	

[1]Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)
[2]Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces.
[3]Are there A/C line parking spaces supported by permanently installed electric power? No
[4]Figures for shop and admin reflect space added as part of current rehab project to be completed 10/94. Prior to rehab, Ops + Admin was 2,980 SF and Maint Shops was 2,492 SF.
[5]Power supplied by portable APU's.

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

NAS Brunswick, ME has no MILCON/BRACON programmed through FY97.

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

The station has sufficient land available to construct up to eight additional P-3/C-130 sized hangar bays. At 38,000 SF per hangar bay (including shop and office space) and an estimated construction cost of $90/SF, the cost for this construction is $27.4 million. Eight new bays can accommodate three additional squadrons. (Refer to question 3.c. for discussion of relocating VP-30.)

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

NAS Brunswick, ME has adequate unencumbered real estate to construct additional hangar space as noted in paragraph 17d above.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
VP-8	8/P-3CII[1]	NAS ROOSEVELT ROADS
VP-23	8/P-3CII[1]	NAS SIGONELLA

[1]Number of aircraft will be increasing to 9 during FY-95.

17g. List all **squadrons/detachments** normally homeported at this air station that were deployed and **were assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
VPU-1	2/P-3B	Hanger 4

17h. Using the types (and mix) of **aircraft** currently stationed at your installation, project the maximum additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be housed and maintained in **your current hangars**. Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accomodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
P-3CII	18	2	2	20	20
HH1N	2	4	4	6	6
UC-12	1	2	2	3	3

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

The number of aircraft that can be housed in the hangars is limited by the dimensions and layout of the hangar bays in the various hangar facilities.

18. Do you have any of the following **special use facilities** at the Air Station? **Only as specified in table.**

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure						
211-02	Nose Hangar						
211-03	Corrosion Control Hangar[2]	16,592			16,592	1	82
211-75	Parachute/Survival Equipment Shop	4,488			4,488	1	56
211-81	Engine Test Cell[3]	2,484			2,484	1	67
211-88	Power Check Pad with Sound Suppression						
211-89	Power Check Pad without Sound Suppression						
211-96	Maintenance, Aircraft Spares Storage	4,013 11,400			4,013 11,400		68 56
116-10	Airfield Washrack Pavement						
116-15	Aircraft Rinse Facility		[1]15,390		15,390		43

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
214-30	Refueling Vehicle Shop						
218-60	Aircraft Ground Support Equipment	31,980			31,980	1	92
	Other						

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Not designated C3 or C4 on BASEREP.
[2]Corrosion bay could supplement the maintenance efforts of 7 active duty squadrons with no additional MILCON.
[3]Test cell has the capacity to handle additional maintenance as follows: NAS Brunswick's test cell is configured to support ("run") T56-A-14 engine QECAs or T56-A-10 QECAs used on P-3 aircraft. To run other engines not listed above (C-130 aircraft/T56-A-16/423/423E engines or E-2C aircraft/T56-A-427 engines), the test cell configuration would have to be modified. For example, the engine control rods would be removed and power cables installed; condition levers would replace "E" handles; indicating system would change to read "torque" vice "horsepower"; oil pressure gauges different; C-130 engine would require different mounting fixture, variation for different propellers, valve housing and controls. In summary, the existing test cell facility could be converted for other aircraft, the C-130 in particular. However, the existing test bed would not be easy to reconfigure. It would be preferable to install a C-130 engine compatible test bed with specialized cab.

19a. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported with your present **AIMD/MALS facility.**

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
P-3	48	11 (41)	59 (89)
HH-1N	2	1	3

Provide the **basis** (including source data) **of your calculations** in detail. Include limiting factors.

Additional number of aircraft that can be supported has been divided into two categories. An additional 11 P-3 aircraft can be supported with existing facilities and manning. This is our surge capability. **The only limiting factor to increasing that capacity is manning.** We currently are manned at 297 personnel. 200 of those are direct labor and the remaining are administrative, supervisory and support personnel. An additional (41) P-3 aircraft can be supported if the manning were increased to 540 personnel. The increase of 252 personnel would provide an additional 190 direct labor workers, 390 total. By working three shifts at 180 personnel per shift we could accommodate the increase in personnel **with no increase required in facilities or equipment.** Reviewing **historical data from aviation 3M summary data sheets,** it takes an average of 610 intermediate maintenance manhours per month, per P-3 aircraft. With 390 direct labor personnel we would have 54,600 manhours per month available. At 610 manhours per month, per aircraft, we could support a total of (89) aircraft.

19b. Describe any aviation maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

1. Average turnaround time per item is 12.3 days.
2. Average awaiting parts time per item is 3.6 days.
   This backlog time is directly related to supply system shortfalls and is considered minimal.
3. The average repair time per item is 4.4 days.
   The portion of time that could be considered backlog is off shift time.
   This is attributed to a shortage of personnel and is considered minimal.
4. The average schedule and processing time per item is 4.3 days.
   This could be reduced by more personnel, but is also considered minimal.

19c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional maintenance capacity** would be realized? Provide cost and details of all additional capacity calculations.

There are no MILCON/BRACON projects scheduled through FY97.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations.

Existing facilities are sufficient to support a squadron of C-130s in addition to current force loading. There is sufficient flexibility within AIMD spaces to accommodate the needs of C-130 intermediate maintenance.

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19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

There are no limiting factors that personnel, equipment and facility increases would not overcome. NAS Brunswick, ME has adequate unencumbered land to expand its maintenance capacity.

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities. R

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF					
121-10	Direct Fueling	OL/GM					
124-30	Fuel Storage (Old)	GA		[1]1.16M		1.16M	2
124-30	Fuel Storage (New)	GA	[1]1.692M			1.692M	2
421-xx	Ammunition Strg NASB Ammo Strg RTF R	CF/TONS	105,511CF 1939TN R			105,511/ 1,939	40 1
425-xx	Open Ammunition Storage	SF	NONE				
113-20	Parking Aprons	SF	4,240,707			4,240,707	1
113-40	Access Aprons	SF	88,803			88,803	1
116-56	Combat Aircraft Ordnance Loading Area	SF	95,994			95,994	1
	Other						

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Currently, the new fuel storage facility is out of service (correcting a design defect in relief valve system) and is expected to be back in service during CY 1994. In the meantime, we are using the old fuel storage facility. Use of the old fuel storage facility will end when the new fuel storage facility returns to service.

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

There are no limiting factors that personnel, equipment and facility increases would not overcome. NAS Brunswick, ME has adequate unencumbered land to expand its maintenance capacity.

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF					
121-10	Direct Fueling	OL/GM					
124-30	Fuel Storage (Old)	GA		[1]1.16M		1.16M	2
124-30	Fuel Storage (New)	GA	[1]1.692M			1.692M	2
421-xx	Ammunition Storage	CF/TONS	105,511CF 1934.8TN			105,511/ 1,934.8	40
425-xx	Open Ammunition Storage	SF	NONE				
113-20	Parking Aprons	SF	4,240,707			4,240,707	1
113-40	Access Aprons	SF	88,803			88,803	1
116-56	Combat Aircraft Ordnance Loading Area	SF	95,994			95,994	1
	Other						

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Currently, the new fuel storage facility is out of service (correcting a design defect in relief valve system) and is expected to be back in service during CY 1994. In the meantime, we are using the old fuel storage facility. Use of the old fuel storage facility will end when the new fuel storage facility returns to service.

20b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

There are no MILCON/BRACON programmed through FY97.

20c. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

If the projects proposed in responses 3.c. and 17.d. are approved, resulting in additional operating assets transferred to NAS Brunswick, it will necessitate more efficient use of available support facilities and equipment. All of the projects outlined below would improve exponentially the efficiency of aircraft operations.

1. Sufficient unused apron and land for new apron is available to support three additional VP squadrons. Estimated constructoin cost is approximately $3.2 million.

2. Additional aircraft support operating capacity can be realized by constructing a drive through aircraft fueling system adjacent to the new aircraft fuel storage facility. This facility would include stainless steel underground double-walled piping, pumps, hose bibs, and full containment, and an oil/water separator. This project is estimated at $1.8M. Demand for fuel trucks would all but be eliminated. The drive through fueling facility would increase the flexibility while at the same time decreasing the turn around time for multiple flight events using the same aircraft.

3. Additional aircraft support operating capacity can also be attained by installation of a Flight Line Electrical Distribution System (FLEDS). The system consists of electrical cabling that is secured to the surface of the parking ramp under a 6" wide by 3" high metal channel. Along the cabling are disbursed 12 electrical junction boxes that allow for aircraft connection. Two aircraft can connect to each junction box, allowing for a maximum of 24 aircraft to be serviced simultaneously. Power to the system can be supplied by permanent connection to station power, or connection of Ground Support Equipment (GSE). Estimated installation cost is $200K, (source: FLEDS Project Engineer at NAVAIR) The FLEDS system allows for up to 24 aicraft to share two NC-10 power carts, in favor of using the aircraft's internal Auxiliary Power Unit (APU). Use of the FLEDS would dramatically reduce fuel consumption when compared with the APU and greatly extend the service life of each of these expensive units.

20d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., environmental restrictions, land areas, etc.).

NAS Brunswick, ME has adequate land area to accommodate current weapons loading requirements. ESQD restrictions preclude additional weapons magazines without demolishing a portion of the existing facilities.

21a. Indicate the **aviation support equipment storage** requirements for **FY1994** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det[1]	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
AIMD[1]	21,200	[4]	Support Equipment
VP-8[2]	7,000	[4]	Support Equipment
VP-10[2]	7,000	[4]	Support Equipment
VP-11[2]	7,000	[4]	Support Equipment
VP-23[2]	7,000	[4]	Support Equipment
VP-26[2]	7,000	[4]	Support Equipment
VPU-1[2]	4,000	[4]	Support Equipment
OMD/T-LINE[3]	2,500	[4]	Support Equipment

[1]Total covered storage for aircraft ground support equipment (Bldg 86) is 31,980 SF, as shown in question 18, CCN 218-60.
[2]Of the five permanent rotational squadrons listed, two are deployed and three are at home. Squadrons are assigned Hangars 1-5 (on rotating basis). Total covered storage SF for Hangars 1-5 shown in question 17.b.
[3]Storage space within hangar bay.
[4]Covered storage capacity was addressed in question 17.b. (Hangars 1-5) and 18 (CCN 218-60). The type of ground support equipment required/used by the P-3C aircraft does not require covered storage; however, as with any piece of equipment the service life would be extended somewhat through covered storage. The open storage requirements listed above are the total ground support equipment requirements in the course of normal operations. The vast majority of that equipment is stored in the hangar. Virtually all the equipment is stored in the hangar during the winter with no impact on the ability to hangar aircraft.

21b. Indicate the **aviation support equipment storage** requirements for **FY2001** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
AIMD[1]	21,200	[4]	Support Equipment
VP-8[2]	7,000	[4]	Support Equipment
VP-10[2]	7,000	[4]	Support Equipment
VP-11[2]	7,000	[4]	Support Equipment
VP-26[2]	7,000	[4]	Support Equipment
VPU-1[2]	4,000	[4]	Support Equipment
OMD/T-LINE[3]	2,500	[4]	Support Equipment

[1]Total covered storage for aircraft ground support equipment (Bldg 86) is 31,980 SF, as shown in question 18, CCN 218-60.
[2]Squadrons are assigned Hangars 1-5 (on rotating basis). Total covered storage SF for Hangars 1-5 shown in question 17.b..
[3]Storage space within hangar bay.
[4]Covered storage capacity was addressed in question 17.b. (Hangars 1-5) and 18 (CCN 218-60). The type of ground support equipment required/used by the P-3C aircraft does not require covered storage; however, as with any piece of equipment the service life would be extended somewhat through covered storage. The open storage requirements listed above are the total ground support euqipment reuqirements in the course of normal operatons. The vast majority of that equipment is stored in the hangar. Virtually all the equipment is stored in the hangar during the winter with no impact on the ability to hangar aircraft.

21c. Utilizing the **general supply storage** category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandard	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	40 yrs	sq ft	76,818	6,049[1]		82,867	
451-xx	General Supply Storage - Open	40 yrs	sq ft	151,794			16,866	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Current plans are to construct a hazardous materials handling facility under the Commanding Officer's local construction authority level within the next 18 months.

21d. List **off base storage areas** utilized due to lack of sufficient storage facilities on station to support aviation support unit equipment/supplies storage needs.

None

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
None				

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22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF. R

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
FUSE & DET MAG	421-15	576			576
HIGH EXP MAG	422-22	17,032			17,032
INERTSTORHSE	421-32	8,000			8,000
READY MAG	421-35	94	415[1]		509
SM ARMS/PYRO MAG	421-48	3,278			3,278
SPECIAL WEPS MAG	421-62	3,198			3,198
GEN WHSE/BULK	441-10	76,480			76,480
HAZ/FLAM STHSE	441-30	338	6,049[2]		6,387
SERVMART	441-72	1,250			1,250
OPEN STORAGE	451-10	151,794			151,794 R
MED/DENT CLINIC	550-10	33,696			33,696
ADMIN OFFICE	610-10	79,967	18,938[3]		98,905
DATA PROC CTR	610-20	6,185			6,185
ADMIN STORAGE	610-77	1,586			1,586
STNDBY GEN BLDG	811-59	1,104			1,104
ELEC DIST BLDG	812-09	900			900
SUBSTATION SHELTER	813-10	315			315
HEAT PLNT BLDG	821-09	12,080			12,080
HEAT PLNT LARGE	821-22	24,048			24,048
HAZ WASTE STO	831-41	3,000			3,000
SEWAGE PUMP STA SHEL	832-29	661			661
WATER DIST SHEL	842-09	1,130			1,130
VALVE HSE	843-50	540			540

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22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF. R

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
FUSE & DET MAG	421-15	576			576
HIGH EXP MAG	422-22	17,032			17,032
INERTSTORHSE	421-32	8,000			8,000
READY MAG	421-35	94	415[1]		509
SM ARMS/PYRO MAG	421-48	3,278			3,278
SPECIAL WEPS MAG	421-62	3,198			3,198
GEN WHSE/BULK	441-10	76,480			76,480
HAZ/FLAM STHSE	441-30	338	6,049[2]		6,387
SERVMART	441-72	1,250			1,250
OPEN STORAGE	451-10	151,794			151,794 R
MED/DENT CLINIC	550-10	33,696			33,696
ADMIN OFFICE	610-10	79,967	18,938[3]		98,905
DATA PROC CTR	610-20	6,185			6,185
ADMIN STORAGE	610-77	1,586			1,586
STNDBY GEN BLDG	811-59	1,104			1,104
ELEC DIST BLDG	812-09	900			900
SUBSTATION SHELTER	813-10	315			315
HEAT PLNT BLDG	821-09	12,080			12,080
HEAT PLNT LARGE	821-22	24,048			24,048
HAZ WASTE STO	831-41	3,000			3,000
SEWAGE PUMP STA SHEL	832-29	661			661
WATER DIST SHEL	842-09	1,130			1,130
VALVE HSE	843-50	540			540

22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
FUSE & DET MAG	421-15	576			576
HIGH EXP MAG	422-22	17,032			17,032
INERTSTORHSE	421-32	8,000			8,000
READY MAG	421-35	94	415[1]		509
SM ARMS/PYRO MAG	421-48	3,278			3,278
SPECIAL WEPS MAG	421-62	3,198			3,198
GEN WHSE/BULK	441-10	76,480			76,480
HAZ/FLAM STHSE	441-30	338	6,049[2]		6,387
SERVMART	441-72	1,250			1,250
OPEN STORAGE	451-10	151,794			1,511,794
MED/DENT CLINIC	550-10	33,696			33,696
ADMIN OFFICE	610-10	79,967	18,938[3]		98,905
DATA PROC CTR	610-20	6,185			6,185
ADMIN STORAGE	610-77	1,586			1,586
STNDBY GEN BLDG	811-59	1,104			1,104
ELEC DIST BLDG	812-09	900			900
SUBSTATION SHELTER	813-10	315			315
HEAT PLNT BLDG	821-09	12,080			12,080
HEAT PLNT LARGE	821-22	24,048			24,048
HAZ WASTE STO	831-41	3,000			3,000
SEWAGE PUMP STA SHEL	832-29	661			661
WATER DIST SHEL	842-09	1,130			1,130
VALVE HSE	843-50	540			540

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Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
WATER SUPPLY BLDG	844-10	70			70
ROADS	851-10	3,356,352			3,356,352
PARKING AREA	852-10	3,127,005			3,127,005
SIDEWALK	852-20	159,246			159,246
	TOTAL	7,069,925	25,402		7,095,327

R

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Did not result in C3 or C4 designation on BASEREP.
[2]Current plans are to construct a hazardous materials handling facility under the Commanding Officer's local construction authority level within the next 18 months.
[3]Building 8, Public Works Admin is 50 years old, is in marginal condition, and lacks proper fire protection and fire exits. C3 on NAS Brunswick's 1993 Baserep.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
WATER SUPPLY BLDG	844-10	70			70
ROADS	851-10	3,356,352			3,356,352
PARKING AREA	852-10	3,127,005			3,127,005
SIDEWALK	852-20	159,246			159,246
	TOTAL	7,066,925	25,402		7,092,327

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

[1]Did not result in C3 or C4 designation on BASEREP.
[2]Current plans are to construct a hazardous materials handling facility under the Commanding Officer's local construction authority level within the next 18 months.
[3]Building 8, Public Works Admin is 50 years old, is in marginal condition, and lacks proper fire protection and fire exits. C3 on NAS Brunswick's 1993 Baserep.

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load R	Peak Demand R
Electrical Supply (KWH)	10,000 KWH	None	4,200 KWH	5,000 KWH
Natural Gas (CFH)	N/A	N/A	N/A	N/A
Sewage (GPD)	3,850,000 GPD	None	2,500,000 GPD	UNK
Potable Water (GPD)	6,500,000 GPD	None	2,100,000 GPD	UNK
Steam (PSI & lbm/Hr)	240	None	103[2]	206
Long Term Parking[1]	70	None	50	UNK
Short Term Parking	6,000	None	2,500	UNK

R

[1]Long Term Parking = Fenced, semi-secured area. Long Term Parking meets our current needs and could be increased easily and significantly.
[2]Two of four boilers are operated at any one time during the heating season. Each operates at 52 lbm/hr in actual operation.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY-1999 provide additional capacity? Explain what additional capacity would be gained.

NAS Brunswick has no MILCON/BRACON programmed.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Utilities are supplied by municipal/commercial sources. Utilities are expected to be adequate for future requirements.

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

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23a. Provide the following information on **base infrastructure capacity** and load. R

	On Base Capacity	Off base long term contract	Normal Steady State Load R	Peak Demand R
Electrical Supply (KWH)	Commercial Power	None	4,200	5,000
Natural Gas (CFH)	N/A	N/A	N/A	N/A
Sewage (GPD)	115,500	None	416,667	UNK
Potable Water (GPD)	23,000	None	345,000	UNK
Steam (PSI & lbm/Hr)	240	None	103[2]	206
Long Term Parking[1]	70	None	50	UNK
Short Term Parking	6,000	None	2,500	UNK

[1]Long Term Parking = Fenced, semi-secured area. Long Term Parking meets our current needs and could be increased easily and significantly.
[2]Two of four boilers are operated at any one time during the heating season. Each operates at 52 lbm/hr in actual operation.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY-1999 provide additional capacity? Explain what additional capacity would be gained.

NAS Brunswick has no MILCON/BRACON programmed.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Utilities are supplied by municipal/commercial sources. Utilities are expected to be adequate for future requirements.

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	Commercial Power	None	78	190
Natural Gas (CFH)	N/A	N/A	N/A	N/A
Sewage (GPD)	115,500	None	10,500	UNK
Potable Water (GPD)	23,000	None	10,350	UNK
Steam (PSI & lbm/Hr)	240	None	68	240
Long Term Parking[1]	70	None	50	UNK
Short Term Parking	6,000	None	2,500	UNK

[1]Long Term Parking = Fenced, semi-secured area. Long Term Parking meets our current needs and could be increased easily and significantly.

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY-1999 provide additional capacity? Explain what additional capacity would be gained.

NAS Brunswick has no MILCON/BRACON programmed.

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

Utilities are supplied by municipal/commercial sources. Utilities are expected to be adequate for future requirements.

24. Provide the **maintenance, repair, and equipment expenditure data.** Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood fram barracks.

ACE: Aquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

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Fiscal Year	MRP ($M)[4]	CPV ($M)	ACE ($M)
FY1985	8.4	357.3	.6
FY1986	10.7	344.7	.4
FY1987	7.3	336.6	.6
FY1988	13.1	356.6	.3
FY1989	6.8	377.8	.2
FY1990	7.8	380.0	.5
FY1991	5.4	385.7	1.0
FY1992	10.7	404.1	.9
FY1993	5.4	419.7	.6
FY1994	9.6 [1]4.5	388.5 [3]395.7	0
FY1995	[1]4.8	[3]395.7	.1
FY1996	[2]5.6	[3]395.7	0
FY1997	[2]5.7	[3]395.7	0

[1]Includes only M1/R1. M2/R2 projected as 0 from NAVCOMPT budget, June 1993.
[2]Includes only M1/R1. M2/R2 not currently available per LANTDIV.
[3]FY94-97 Unknown. NAVFAC recommends no inflation factor to be applied.
[4]Includes direct and reimbursable funds. Ninety five percent of reimbursable funding is received from NAVFAC for family housing maintenance.

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate		
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft	
BEQ 212[1] 721-11/12	59	20			59	22,174			
BEQ 213[1] 721-11/12	112	40			112	22,174			
BEQ 214[1] 721-13	38	38			38	22,174			
BEQ 215[1] 721-11/12	120	40			120	22,174			
BEQ 216[1] 721-11/12	110	35					110	22,174	
BEQ 217[1] 721-11/12	101	36	101	22,174					
BEQ 218[1] 721-11/12	95	34	95	22,174					
BEQ 219[1] 721-11/12/13	99 R	36	99	22,174					R
BEQ 220[1] 721-11/12/13	72 R	34	72	22,174					R
BEQ 376[1] 721-13	23	23			23	9,063			
BOQ 512[1] 721-12	120 R	97			120	61,432			R
BEQ 565[1] 721-12	1	75					75	7,800	

[1]Plant account records indicate BEQ and BOQ are mostly adequate or substandard. However, new standards established by the Navy and effective 1 October 1994 make our BEQ and BOQ rooms substandard or inadequate. All of our Bachelor Quarters will require either major renovation or replacement to meet the new standards. Preliminary estimates for the renovation project fixes the cost at approximately $2.5 million per building.

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25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above. R

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 212[1] 721-11/12	59	20			59	22,174		
BEQ 213[1] 721-11/12	112	40			112	22,174		
BEQ 214[1] 721-13	38	38			38	22,174		
BEQ 215[1] 721-11/12	120	40			120	22,174		
BEQ 216[1] 721-11/12	110	35 R					110	22,174
BEQ 217[1] 721-11/12	101	36	101	22,174				
BEQ 218[1] 721-11/12	95	34	95	22,174				
BEQ 219[1] 721-11/12/13	98	36	99 R	22,174				
BEQ 220[1] 721-11/12/13	71	34	72 R	22,174				
BEQ 376[1] 721-13	23	23			23	9,063		
BOQ 512[1] 721-12	121 R	97			120	61,432		
BEQ 565[1] 721-12	1	75					75	7,800

[1]Plant account records indicate BEQ and BOQ are mostly adequate or substandard. However, new standards established by the Navy and effective 1 October 1994 make our BEQ and BOQ rooms substandard or inadequate. All of our Bachelor Quarters will require either major renovation or replacement to meet the new standards. Preliminary estimates for the renovation project fixes the cost at approximately $2.5 million per building.

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BEQ 212[1] 721-11/12	59	20			59	22,174		
BEQ 213[1] 721-11/12	112	40			112	22,174		
BEQ 214[1] 721-13	38	38			38	22,174		
BEQ 215[1] 721-11/12	120	40			120	22,174		
BEQ 216[1] 721-11/12	110	43					110	22,174
BEQ 217[1] 721-11/12	101	36	101	22,174				
BEQ 218[1] 721-11/12	95	34	95	22,174				
BEQ 219[1] 721-11/12/13	98	36	98	22,174				
BEQ 220[1] 721-11/12/13	71	34	71	22,174				
BEQ 376[1] 721-13	23	23			23	9,063		
BOQ 512[1] 721-12	121	97			121	61,432		
BEQ 565[1] 721-12	1	75					75	7,800

[1]Plant account records indicate BEQ and BOQ are mostly adequate or substandard. However, new standards established by the Navy and effective 1 October 1994 make our BEQ and BOQ rooms substandard or inadequate. All of our Bachelor Quarters will require either major renovation or replacement to meet the new standards. Preliminary estimates for the renovation project fixes the cost at approximately $2.5 million per building.

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

BEQ 216

A. Facility type/code: **BEQ/CCN721-11**
B. What makes it inadequate? **Asbestos problems**
C. What use is being made of the facility? **Berthing**
D. What is the cost to upgrade the facility to substandard? **Plant account records indicate BEQ and BOQ are mostly adequate or substandard. However, new standards established by the Navy and effective 1 October 1994 make our BEQ and BOQ rooms substandard or inadequate. All of our Bachelor Quarters will require either major renovation or replacement to meet the new standards. Preliminary estimates for the renovation project fixes the cost at approximately $2.5 million per building.**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **Replace existing facility.**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **Yes, C-4.**

BEQ 565

A. Facility type/code: **BEQ/CCN721-12**
B. What makes it inadequate? **Severe overcrowding, deteriorated conditions, lack of fire safety provisions, asbestos problems.**
C. What use is being made of the facility? **Berthing**
D. What is the cost to upgrade the facility to substandard? **Plant account records indicate BEQ and BOQ are mostly adequate or substandard. However, new standards established by the Navy and effective 1 October 1994 make our BEQ and BOQ rooms substandard or inadequate. All of our Bachelor Quarters will require either major renovation or replacement to meet the new standards. Preliminary estimates for the renovation project fixes the cost at approximately $2.5 million per building.**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **Replace existing facility.**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **Yes, C-4.**

25b. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BOQ 512	84	74			84	61,432		
BEQ 212	20	20			20	22,174		
BEQ 213	80	40			80	22,174		
BEQ 214	76	38			76	22,174		
BEQ 215	80	40			80	22,174		
BEQ 216	43	43					43	22,174
BEQ 217	72	36	72	22,174				
BEQ 218	68	34	68	22,174				
BEQ 219	72	36	72	22,174				
BEQ 220	68	34	68	22,174				
BEQ 376	23	23			23	9,063		
BEQ 565	75	1			75	7,800		

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **BEQ 216**
B. What makes it inadequate? **Asbestos**
C. What use is being made of the facility? **Storage**
D. What is the cost to upgrade the facility to substandard? **$2.5M**
E. What other use could be made of the facility and at what cost? **None**
F. Current improvement plans and programmed funding: **MILCON project was requested in FY-94 to replace all BQ's.**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **Yes**

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

None

26a. For military married **family housing** assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate	
Officer	4+	27	27			
Officer	3	117	117			
Officer	1 or 2	None	None			
Enlisted	4+	75	75			
Enlisted	3	343	343 R			R
Enlisted	1 or 2	194	194 R			R
Mobile Homes		None	None			
Mobile Home lots		20	20			

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

None.

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25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

None

26a. For military married **family housing** assigned to your plant account provide the following information: R

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	27	27		
Officer	3	117	117		
Officer	1 or 2	None	None		
Enlisted	4+	75	75		
Enlisted	3	343 R	342		
Enlisted	1 or 2	194 R	195		
Mobile Homes		None	None		
Mobile Home lots		20	20		

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

None.

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

None

26a. For military married **family housing** assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	27	27		
Officer	3	117	117		
Officer	1 or 2	None	None		
Enlisted	4+	75	75		
Enlisted	3	342	342		
Enlisted	1 or 2	195	195		
Mobile Homes		None	None		
Mobile Home lots		20	20		

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

None.

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27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

None.

28a. Provide data on the messing facilities assigned to your current plant account. R

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
EDF/722-10/201	9,425	174 R	9,425					171 R

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997. R

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
EDF/722-10/201	9,425	174 R	9,425					171 R

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

None.

28a. Provide data on the messing facilities assigned to your current plant account.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
EDF/722-10/201	9,425	175	9,425					172

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
EDF/722-10/201	9,425	175	9,425					172

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

A. Facility type/code: **N/A**
B. What makes it inadequate? **N/A**
C. What use is being made of the facility? **N/A**
D. What is the cost to upgrade the facility to substandard? **N/A**
E. What other use could be made of the facility and at what cost? **N/A**
F. Current improvement plans and programmed funding: **N/A**
G. Has this facility condition resulted in C3 or C4 designation on your BASEREP? **N/A**

28c. What additional messing requirements, if any, in FY2001 have been identified as a result of BRAC I, II, and III and non-BRAC realignments, which are not included in the table above.

None.

29a. Real Estate Resources. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any entry in "Other" (e.g. submerged lands). **Eight tables provide the response for this question.**

Real Estate Resources

Site Location: **NAS PROPER**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	110	60		50
Operational	1,000	450	285 (WETLANDS) (HERF) (HERO) (ESQD) (AIR SAFETY)	265
Training (NMCB-27)	15	15		
R & D	N/A	N/A		
Supply & Storage (Includes Weapons & Fuel Farm)	1,315	100	1,215 (ESQD) (WETLANDS)	
Admin	200	180		20R
Housing	260	100	30 (WETLANDS)	130
Recreational	320	120	150 (ESQD) (WETLANDS)	50
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/Fishing Programs	N/A			
Other				
Total:	3,220	1,025	1,680	515

R

Real Estate Resources

Site Location: NAS PROPER

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	110	60		50
Operational	1,000	450	285 (WETLANDS) (HERF) (HERO) (ESQD) (AIR SAFETY)	265
Training (NMCB-27)	15	15		
R & D	N/A	N/A		
Supply & Storage (Includes Weapons & Fuel Farm)	1,315	100	1,215 (ESQD) (WETLANDS)	
Admin	200	180		
Housing	260	100	30 (WETLANDS)	130
Recreational	320	120	150 (ESQD) (WETLANDS)	50
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/Fishing Programs	N/A			
Other				
Total:	3,220	1,025	1,680	515

Site Location: TOPSHAM

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	76	66	5 (Wetlands)	5
Training (NMCB-27)				
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)	10	10		
Admin				
Housing	50	40		10
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
Total:	136	116	5	15

Site Location: E. BRUNSWICK

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)				
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)	66			66
Total:	66			66

Site Location: MCKEEN

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)				
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing	75	75		
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)				
Total:	75	75		

Site Location: RANGELEY

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)	12,466	10	600 (WETLANDS)	11,856
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)				
Total:	12,466	10	600	11,856

Site Location: HARPSWELL

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)				
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing	.11	.11		
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)				
Total:	.11	.11		

Site Location: SABINO HILL

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)	0.23	0.23		
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)				
Total:	0.23	0.23		

Site Location: SMALL POINT

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training (NMCB-27)	0.23	0.23		
R & D				
Supply & Storage (Includes Weapons & Fuel Farm)				
Admin				
Housing				
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other (VACANT)				
Total:	0.23	0.23		

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

In overview, the basic features that make Naval Air Station, Brunswick a strong candidate for basing other operational assets here are the virtually unencumbered airspace utilization and extensive land available for expansion. Specifically, these ideal features include:

- The air station has two parallel 8,000 by 200 ft runways. This is the only Naval Air Station north of NAS Oceana with parallel runways, a distinct advantage when tactical and training aircraft operations are in progress.

- There is no encroachment for aircraft operations nor is any encroachment expected in the future. The current number of overland MOAs and overwater OPAREAs, are more than sufficient for current operations and provide sufficient airspace if the station were filled to the maximum operational capacity. These areas are easily accessible and in close proximity to the air station. Additionally, there is an instrumented mining range (Small Point Range) within 5 miles of Brunswick's Class "D" airspace.

- NAS Brunswick has the ability to expand the northern ramp area to accommodate units of P-3/C-130 size associated with an 8 bay hangar and expand the southern end of Hangar 5 to accommodate one more P-3/C-130 size squadron. Additionally, there exists sufficient land area to expand current BOQ/BEQ facilities to accommodate increased demand.

- The hangar bay size of Hangars 4 and 5 provide the capability to accommodate large aircraft.

- The existing facilities at NAS Brunswick, the commonality of aircraft parts, and the exceptional station AIMD combine to provide the alternative to homeport C130s in addition to the current force loading.

- The room for operational expansion on the air station allows for the opportunity to provide facilities and support for VQ-2, all MPA forces in New England, or Army helicopter squadrons relocating form European theater.

- The 136 acres and existing facilities and support at Topsham Annex provide an ideal location for a Reserve Training Center.

- The 66 acres of currently unused land along Bath Rd. provide exceptional opportunity for construction of Family Housing in support of CNO Quality of Life initiative.

- There is 11,856 acres of unrestricted land available for development in Rangeley. With appropriate manning and funding, Rangeley could accommodate all SERE training required by the Navy as a single site training center.

- Excellent relations and cooperation with the surrounding communities will enable us to accommodate future population increases/demands on municipal services.

- Maine was recently reported as one of the safest states in the country. The extremely low crime rate when combined with the great pristine outdoors allows for almost unrestricted activities year round. Bottom line: the quality of life is exceptional in this area. Housing is affordable and comfortable, traffic problems are essentially non-existent, crime rates exceptionally low, violent crime is rare, schools are great, there is an ideal military - community relationship, and recreational opportunities abound. Brunswick presents an almost ideal Quality of Life for all of our assigned sailors, living up to the aphorism regarding the state..."Maine: The Way Life Should Be!"

Revised pg

30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES		
Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched Threat	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectile

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area). R

Total Facility Ordnance Stowage Summary[3]

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		[1]MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1-BCX-44	0	0	0	0		1,250 R
1-SH-52	89	1,236	89	1,236	278	3,861
1-SH-81	10	192	10	192	100	1,922
1-X-69	0	0	0	0	.6	48
1-X-76	0	0	0	0	.6	56
1-X-666(A-H) R	4	272	4	272	.6	1,250
3-BCX-626A	2	224	2	224	9	975
3-BCX-626B	1.9	238	1.9	238	7.8	975
3-BCX-626C	17.4	258	17.4	258	816	975
3-XCX-60	14.4	288	14.4	288	45	900

30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

ORDNANCE COMMODITY TYPES

Mines	Expendables	LOE: Rockets
Torpedoes	INERT	LOE: Bombs
Air Launched	CADS/PADS	LOE: Gun Ammo (20mm-16")
Threat	Strategic Nuclear	LOE: Small Arms (up to 50 cal.)
Surface Launched Threat	Tactical Nuclear	LOE: Pyro/Demo Grenades/Mortars/Projectile

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary[3]

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		[1]MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
1-BCX-44	0	0	0	0		
1-SH-52	89	1,236	89	1,236	278	3,861
1-SH-81	10	192	10	192	100	1,922
1-X-69	0	0	0	0	.6	48
1-X-76	0	0	0	0	.6	56
1-X-666(A-H)	.5	34	.5	34	.6	42
3-BCX-626A	2	224	2	224	9	975
3-BCX-626B	1.9	238	1.9	238	7.8	975
3-BCX-626C	17.4	258	17.4	258	816	975
3-XCX-60	14.4	288	14.4	288	45	900

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NAS BRUNSWICK REVISED DATA CALL 16

BRAC-95 Data Call 16 **NAS Brunswick ME N60087**

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		[1]MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
3-XCX-71	14.1	414	14.1	414	31	900
4-ATX-544	51	1,120	55	1,164	91	2,000
4-BCX-288	63.6	611	63.6	611	135	1,300
4-BCX-289	17.3	355	17.3	355	61	1,250
4-BTX-285	47.1	562	47.1	562	104.7	1,250
4-BTX-286	10	481	10	481	27	1,300
4-BTX-287	17	429	17	429	52	1,300
4-BTX-290	.5	65	.5	65	10	1,300
4-BTX-543	22.5	495	22.5	495	48	1,032
4-XC-59	0	0	31	950	31	950
4-XCX-62	2	209	2	209	9	950
5-HT-548	0	140	0	140	[2]	140
5-HT-549	0	140	0	140	[2]	140
5-HTX-291	0	140	0	140	[2]	140
6-XC-126A	2	21	2	21	9.5	100
6-XC-126B	.5	25	.5	25	2	100
6-XC-126C	0	0	0	0	3.3	100
6-XC-126D	1.5	36	1.5	36	4.2	100
6-XC-126E	1.0	33	1.0	33	3.0	100
6-XC-126F	.1	1	.1	1	10	100
6-XC-126G	.2	5	.2	5	4	100
6-XC-127	2	62	2	62	6.5	200
6-XC-128	8.7	50	8.7	50	35	204
TOTAL	399.80 R	8,102.00 R	434.80 R	9,096.00 R	1,934.80	27,268.00 R

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[1]Maximum rated capability does not exceed any explosive safety quantity distance (ESQD) arcs.
[2]Stowage plan currently unidentified; therefore, unable to determine maximum rate of tonnage.
[3]All facilities are located on main base except 1-X-666H which is at Rangeley, ME.

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		[1]MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
3-XCX-71	14.1	414	14.1	414	31	900
4-ATX-544	51	1,120	55	1,164	91	2,000
4-BCX-288	63.6	611	63.6	611	135	1,300
4-BCX-289	17.3	355	17.3	355	61	1,250
4-BTX-285	47.1	562	47.1	562	104.7	1,250
4-BTX-286	10	481	10	481	27	1,300
4-BTX-287	17	429	17	429	52	1,300
4-BTX-290	.5	65	.5	65	10	1,300
4-BTX-543	22.5	495	22.5	495	48	1,032
4-XC-59	0	0	31	950	31	950
4-XCX-62	2	209	2	209	9	950
5-HT-548	0	140	0	140	[2]	140
5-HT-549	0	140	0	140	[2]	140
5-HTX-291	0	140	0	140	[2]	140
6-XC-126A	2	21	2	21	9.5	100
6-XC-126B	.5	25	.5	25	2	100
6-XC-126C	0	0	0	0	3.3	100
6-XC-126D	1.5	36	1.5	36	4.2	100
6-XC-126E	1.0	33	1.0	33	3.0	100
6-XC-126F	.1	1	.1	1	10	100
6-XC-126G	.2	5	.2	5	4	100
6-XC-127	2	62	2	62	6.5	200
6-XC-128	8.7	50	8.7	50	35	204
TOTAL	396.30	7,864.00	2,432.30	10,859.00	1,934.80	24,810.00

[1]Maximum rated capability does not exceed any explosive safety quantity distance (ESQD) arcs.
[2]Stowage plan currently unidentified; therefore, unable to determine maximum rate of tonnage.
[3]All facilities are located on main base except 1-X-666H which is at Rangeley, ME.

30b. For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
1-BCX-44/ IGLOO	EMPTY		
1-SH-52/ WAREHOUSE	BOMBS (INERT) FINS	TRAINING AND WAR RESERVE	ALL INERT ITEMS
1-SH-81/ WAREHOUSE	BOMBS (INERT) CONTAINERS	TRAINING AND WAR RESERVE	ALL INERT ITEMS
1-X-69/ BOX	EMPTY		CADS/PYRO SMALL ARMS
1-X-76/ BOX	EMPTY		CADS/PYRO SMALL ARMS
1-X-666(A-H)/ PORTABLE	CADS	RSSI	CADS/PYRO
3-BCX-626A/ TRIPLE ARCH	CONTAINERS (INERT)	TRAINING	CADS/PYRO SMALL ARMS
3-BCX-626B/ TRIPLE ARCH	CADS	RSSI	CADS/PYRO SMALL ARMS
3-BCX-626C/ TRIPLE ARCH	BOMBS (PRACTICE)	TRAINING	CADS/PYRO SMALL ARMS
3-XCX-60/ IGLOO	PYRO	TRAINING AND WAR RESERVE	CADS/PYRO SMALL ARMS
3-XCX-71/ IGLOO	PYRO	TRAINING AND WAR RESERVE	CADS/PYRO SMALL ARMS

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
4-ATX-544/ IGLOO	TORPEDOES	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-BCX-288/ IGLOO	TORPEDOES BOMBS	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-BCX-289/ IGLOO	AIR LAUNCHED	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-BTX-285/ IGLOO	BOMBS	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-BTX-286/ IGLOO	DEMO	TRAINING OPERATIONAL STOCK	ALL EXCEPT NUCLEAR
4-BTX-287/ IGLOO	SMALL ARMS GRENADES	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-BTX-290/ IGLOO	CADS	RSSI	ALL EXCEPT NUCLEAR
4-BTX-543/ IGLOO	PYRO	TRAINING AND WAR RESERVE	ALL EXCEPT NUCLEAR
4-XC-59/ IGLOO	EMPTY		ALL EXCEPT NUCLEAR
4-XCX-62/ IGLOO	CADS	RSSI	ALL EXCEPT NUCLEAR
5-HT-548/ BOX	EMPTY		CADS/PYRO/DEMO SMALL ARMS
5-HT-549/ BOX	EMPTY		CADS/PYRO/DEMO SMALL ARMS
5-HTX-291/ BOX	EMPTY		CADS/PYRO/DEMO SMALL ARMS
6-XC-126A/ BOX	DEMO	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-126B/ BOX	DEMO	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-126C/ BOX	DEMO	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
6-XC-126D/ BOX	GRENADES	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-126E/ BOX	DEMO	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-126F/ BOX	DEMO	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-126G/ BOX	SMALL ARMS	NON-DON ASSETS NATIONAL GUARD	CADS/PYRO/GUN AMMO/DEMO/ SMALL ARMS/[1]
6-XC-127/ BOX	PYRO	TRAINING AND WAR RESERVE	CADS/PYRO/DEMO/ SMALL ARMS
6-XC-128/ BOX	DEMO	TRAINING AND OPERATIONAL STOCK	CADS/PYRO/DEMO/ SMALL ARMS

[1]Indicates Grenades in lines 6-XC-126A through 6-XC-126G.

Additional comments: Maximum rated capability does not exceed any explosive safety quantity distance (ESQD) arcs.

30c. Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
1-BCX-44	1.3	5K	Y	N	
1-SH-52	NONE				
1-SH-81	NONE				
1-X-69	1.3	PC[1]	Y	N	
1-X-76	1.3	PC[1]	Y	N	
1-X-666 (A-H)	1.3	PC[1]	Y	N	
3-BCX-626A	1.1	1.5K	Y	N	
3-BCX-626B	1.1	1.5K	Y	N	
3-BCX-626C	1.1	1.5K	Y	N	
3-XCX-60	1.2	PC[1]	Y	N	
3-XCX-71	1.2	PC[1]	Y	N	
4-ATX-544	1.1	200K	Y	N	
4-BCX-288	1.1	180K	Y	N	
4-BCX-289	1.1	180K	Y	N	
4-BTX-285	1.1	200K	Y	N	
4-BTX-286	1.1	225K	Y	N	
4-BTX-287	1.1	200K	Y	N	
4-BTX-290	1.1	190K	Y	N	
4-BTX-543	1.1	200K	Y	N	
4-XC-59	1.1	140K	Y	N	
4-XCX-62	1.1	100K	Y	N	
5-HT-548	1.1	15K	Y	N	
5-HT-549	1.1	15K	Y	N	
5-HTX-291	1.2	PC[1]	Y	N	

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
6-XC-126A	1.1	27K	Y	N	
6-XC-126B	1.1	27K	Y	N	
6-XC-126C	1.1	27K	Y	N	
6-XC-126D	1.1	27K	Y	N	
6-XC-126E	1.1	27K	Y	N	
6-XC-126F	1.1	27K	Y	N	
6-XC-126G	1.1	27K	Y	N	
6-XC-127	1.1	15K	Y	N	
6-XC-128	1.1	14K	Y	N	

[1]PC = Physical Capacity

30d. Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

None.

30e. Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level)	Y (I)	Lightweight Torpedoes	3
Testing	Y (O)	Lightweight Torpedoes	20
Manufacturing	N		
Outload	N		
Technical Support	N		

NAS BRUNSWICK UIC N60087
DATA CALL SIXTEEN

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

CAPT R. P. CONRAD
NAME (Please type or print)

Signature

Acting
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

10 June 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM ARCHIE CLEMINS
NAME (Please type or print)

Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

6/10/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

R. R. SAREERAM
NAME (Please type or print)

Signature

Acting
Title

28 JUN 1994
Date

Data Call 16 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA CALL 16 ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

23 May 94
Date

NAS Brunswick, Maine
Activity

NAVAL AIR STATION BRUNSWICK UIC N60087
DATA CALL SIXTEEN REVISED PGS 23, 25-27, 30, 32-33, 38, 40, 45, 54, 59, 61, 63, 66, 67, 79

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

Signature

Captain
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

8/12/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.
NAME (Please type or print)

Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

Signature

ACTING

18 AUG 1994

Data Call 16 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. H. TETREV
NAME (Please type or print)

R.H. Tet
Signature

Acting Commanding Officer
Title

14 Jul 94
Date

NAS Brunswick, ME
Activity

0001

NAS Brunswick UIC N60087
Data Call 16 Revised pages 23, 59, 60

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine, Jr.
Signature

Captain
Title Commander
Naval Shore Activities
U. S. Atlantic Fleet
Activity

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

9/1/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W A E'RNER
NAME (Please type or print)

W A Earner
Signature

Title

9/12/94
Date

Data Call 16 R

Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

24 MAY 94
Date

NAS Brunswick, Maine
Activity

NAS BRUNSWICK UIC N60087
DATA CALL SIXTEEN REVISED PGS 9, 10, 17, 20, 21, 39, 61, 63, 66, 69, 80

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. J. FLANAGAN, JR.
NAME (Please type or print)

Signature
01 NOV 1994

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

11/15/94
Date

Title

Document Separator

1-01-0001-004

BSAT

Department of the Navy
Base Structure Analysis Team

BRAC-95 Scenario Development Data Call Tasking

URGENT

To: Ms. Monica Shephard		
Organization : CINCLANTFLT		
Fax Number : 1-804-444-0730	Date : 11/9/94	Time : 12:11:50

Complete a BRAC-95 Scenario Development Data Call response for the closure/realignment scenario(s) outlined on the next page. A Base Loading Data Attachment (Attachment One to the Scenario Development Data Call) for each losing base involved in the scenario has been provided with this fax tasking. General guidance in preparing data call responses is provided below. Specific guidance on the closure/realignment scenario is provided on the next page.

In developing your Data Call response, every effort should be made to minimize the costs associated with the closure action and to ensure that completion of the action takes place as rapidly as possible. The BSEC tasking for this scenario may include specific directions on the relocation of functions/organizations. In the absence of specific direction from the BSEC, only essential functions, equipment, etc., should be relocated. All others should be eliminated/excessed. To this end, for any activity identified as being relocated in your data call response (with the exception of relocations specifically identified by the BSEC), you must provide a detailed narrative explanation on the specific operational requirement that supports movement to another location as opposed to elimination of the activity.

As the lead major claimant for this data call response, it is your responsibility to ensure that all necessary coordination with other major claimants and consolidation/summarization of responses is completed prior to submitting a data call response. Contact the BSAT if you need a POC list for other major claimants.

As detailed in the Scenario Development Data Call format, the following data submission and certification procedures will be followed. An advance copy of the completed data call response, along with a major claimant-level certification, will be either hand carried or faxed to the BSAT by the lead major claimant. The original copy of the data call response must be forwarded, via the chain of command, as soon as possible thereafter.

Due date for submission of the advance copy of the data call response, along with POCs on the BSAT for this scenario, are provided on the next page. Every effort must be made to ensure that data calls are submitted on time. Primary fax number for the BSAT for Scenario Development Data Call responses is (703) 756-2172. An alternate fax number is (703) 756-2174. Due to the size of some of these data call responses, major claimants in the Washington, DC area should try to hand deliver, rather than fax their responses.

***** ***48 Hour Turnaround Required*** *****

Number of Pages, including cover page: 57

URGENT

BRAC-95 Scenario Development Data Call Tasking

Base Loading Data Attachment

A Base Loading Data Attachment (Attachment One to the Scenario Development Data Call) is provided, with this fax, for each base in the scenario which is being considered for closure/realignment. See pages 3 - 4 of the Introduction to the Scenario Development Data Call, and the text accompanying each part of this Attachment, for more information on the use of the Base Loading Data Attachment in responding to Scenario Development Data Call taskings. The Base Loading Data Attachment is composed of the following seven parts (note that parts 5 and 6 are shown on the same page):

Part 1: Manpower Data - Host and Tenants. Table is a listing of the host activity and all tenant activities at the base. Manpower numbers (end strength) are shown for the start of FY 1996 (End FY 1995) and the end of FY 2001 (the difference between these two columns being the planned force structure changes).

Part 2: Manpower Data - Detachments. Table is a listing of detachments of the activity being considered for closure/realignment.

Part 3: Manpower Data - Special Use Areas. Table is a listing of "special use areas" of the activity being considered for closure/realignment.

Part 4: Manpower Data - Non-Department of the Navy (DON) Tenants. Table is a listing of the Non-DON tenant activities at the base.

Part 5: Total Facility Square Feet. Total Class 2 facility square feet at the base, excluding family housing, MWR and utilities, as reported in the Naval Facilities Assets Data Base(NFADB).

Part 6: Base Operating Support (BOS) Cost Data. FY 1996 BOS Costs, regardless of appropriation, as reported in Data Call 66 response(s).

Part 7: Contract Workyear Data. Contract Workyear data, as reported in Data Call 66 response(s).

If a blank page is printed rather than one of the "Parts" of the Base Loading Data Attachment, then no records were found for this particular table (e.g., the activity had no detachments, etc.).

The next 7 pages provide specific Scenario Development Data Call taskings.

BRAC-95 Scenario Development Data Call Tasking

Scenario Number:	1-01-0001-004
Scenario Title:	NAS Brunswick

Due Date:	1300 EST, 11 November 1994

Description of Closure/Realignment Scenario

Close NAS Brunswick. Move the 3 P-3 squadrons and the 1 VPU to NAS Jacksonville. Assume that NAF Adak, NAS Key West and MCAS Beaufort are also closed.

Preparation of a Scenario Development Data Call response for the closure/realignment scenario described above is mandatory. The lead major claimant **may** submit a **separate, additional** Scenario Development Data Call response, which while not changing the base(s) identified as being closed/realigned, does identify alternative receiving sites. If an additional response is submitted, identify this response as Scenario Number 1-01-0001-004A.

BSAT Points of Contact

Any questions concerning this specific closure/realignment scenario should be addressed to CAPT Nordeen at (703) 681-0484 or Colonel Stockwell at (703) 681-0489. General questions regarding COBRA or other costing issues should be addressed to Mr. David Wennergren at (703) 681-0466.

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

Activity: 60087 NAS BRUNSWICK

PART 1: MANPOWER DATA - HOST AND TENANTS. This data is provided to assist you in identifying military billets and civilian positions which will either be relocated or eliminated as a result of closure or realignment. Officer (OFF), Enlisted (ENL) and Civilian (CIV) numbers reflect end strength, not on-board counts. The "Planned Force Structure Reduction" column represents the difference between projected "Beginning of FY 1996" and projected "End of FY 2001" end strength. The source of this data is the BUPERS/NAVCOMPT/CMC data bases in support of the FY 1996/1997 OSD Submit. Review this list and make any necessary annotations, including the addition or deletion of lines of data to accurately reflect the host and tenant population. Note that Military Students (STU) must be shown as an Average On-Board (AOB) count. If a significant student population is located at the activity, then all students need to be identified in this table. Student data need only be provided for the "End of FY 2001" column of the table. If any numbers are changed, please provide a revised set of totals at the end of the listing.

			BEGIN FY 1996				PLANNED FORCE STRUCTURE CHANGES				END FY 2001			
UIC	NAME	MAJOR CLAIMANT	OFF	ENL	CIV	STU	OFF	ENL	CIV	STU	OFF	ENL	CIV	STU
N 60087	NAS BRUNSWICK	CINCLANTFLT	27	189	289	0	0	-8	-20	0	27	181	269	0
N 41775	BRDENCL BRUNSWICK	BUMED	3	8	0	0	0	0	0	0	3	8	0	0
N 32615	BRMEDCL BRUNSWICK	BUMED	10	35	0	0	0	0	0	0	10	35	0	0
M 67637	MCRC TOPSHAM,MAINE	COMMARCOR	0	0	0	0	0	0	0	0	0	0	0	0
N 44314	AIMD	CINCLANTFLT	8	233	2	0	0	0	0	0	8	233	2	0
N 47794	AIRCRAFT OPR DET	CINCLANTFLT	0	8	0	0	0	0	0	0	0	8	0	0
N 41275	COMNAVAIRLANT DET TSC MOCC	CINCLANTFLT	1	2	2	0	0	0	0	0	1	2	2	0
63981	COMNAVAVNACTS BRNSWK	CINCLANTFLT	0	0	0	0	0	0	0	0	0	0	0	0
N 68125	COUNSELING AND ASSISTANCE	CINCLANTFLT	1	4	0	0	0	0	0	0	1	4	0	0
N 53823	CPW-5 STAFF	CINCLANTFLT	11	23	4	0	0	0	0	0	11	23	4	0
N 35381	CPW-5 TSC	CINCLANTFLT	12	48	0	0	0	0	0	0	12	48	0	0
N 48673	FAMILY SERVICES	CINCLANTFLT	0	3	0	0	0	0	0	0	0	3	0	0
N 0348A	FASOTRAGRULANT	CINCLANTFLT	5	71	0	0	0	0	0	0	5	71	0	0
N 55619	FLEET MARITIME PATROL MOCC	CINCLANTFLT	2	10	0	0	0	0	0	0	2	10	0	0
N 39358	FLTIMAGCENLANT	CINCLANTFLT	0	4	0	0	0	0	0	0	0	4	0	0
N 68570	HRO GROTON	CINCLANTFLT	0	0	0	0	0	0	0	0	0	0	0	0
N 08867	NMCB-27	CINCLANTFLT	0	6	0	0	0	0	0	0	0	6	0	0
N 43343	PERSUPPDET	CINCLANTFLT	1	15	14	0	0	0	-1	0	1	15	13	0
N 47207	SECURITY DET	CINCLANTFLT	1	60	0	0	0	0	0	0	1	60	0	0
N 09639	VP-10	CINCLANTFLT	58	250	0	0	0	0	0	0	58	250	0	0
N 09367	VP-11	CINCLANTFLT	57	243	0	0	0	0	0	0	57	243	0	0
N 09043	VP-23	CINCLANTFLT	57	243	0	0	0	0	0	0	57	243	0	0
N 09610	VP-26	CINCLANTFLT	57	243	0	0	0	0	0	0	57	243	0	0
09661	VP-8	CINCLANTFLT	0	0	0	0	0	0	0	0	0	0	0	0
[illegible]	J-1 SPECIAL PROJECTS	CINCLANTFLT	26	163	0	0	0	0	0	0	26	163	0	0
	MSA	CNET	0	0	2	0	0	0	0	0	0	0	2	0
	GSVOFFDET	CNO	2	1	0	0	0	0	0	0	2	1	0	0

11/09/94

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

Activity: 60087 NAS BRUNSWICK

UIC	NAME	MAJOR CLAIMANT	BEGIN FY 1996 OFF	ENL	CIV	STU	PLANNED FORCE STRUCTURE CHANGES OFF	ENL	CIV	STU	END FY 2001 OFF	ENL	CIV	STU
N 45316	I&I STF TOPSHAM ME	COMMARCOR	0	1	0	0	0	0	0	0	0	1	0	0
M 60087	MCSF CADRE NAS BRUNSWICK	COMMARCOR	0	2	0	0	0	0	0	0	0	2	0	0
M 60087	SERE SCOL NAS BRUNSWICK	COMMARCOR	1	4	0	0	0	0	0	0	1	4	0	0
N 30860	NAESU	COMNAVAIRSYSC	1	1	0	0	0	0	0	0	1	1	0	0
62849	NAESU	COMNAVAIRSYSC	0	0	17	0	0	0	0	0	0	0	17	0
63126	NAWC POINT MUGU	COMNAVAIRSYSC	0	0	1	0	0	0	0	0	0	0	1	0
62472	OICC/ROICC	COMNAVFAC	0	0	10	0	0	0	0	0	0	0	10	0
N 44214	ROICC	COMNAVFAC	3	0	0	0	0	0	0	0	3	0	0	0
N 66848	CPW-5 SPINTCOMM	COMNAVINTCOM	0	2	0	0	0	0	0	0	0	2	0	0
N 49918	NAVINTACT SSO VPU 1	COMNAVINTCOM	0	1	0	0	0	0	0	0	0	1	0	0
N 66458	NLMOF	COMNAVOCEANC	1	23	3	0	0	0	0	0	1	23	3	0
N 68735	NAS SWEY PATRON MAU BRNSWK	COMNAVRESFOR	1	0	0	0	0	0	0	0	1	0	0	0
N 45485	NAVSECGRUACT	COMNAVSECGRP	0	1	0	0	0	0	0	0	0	1	0	0
N 35293	NAVSECGRUDET	COMNAVSECGRP	1	11	0	0	0	0	0	0	1	11	0	0
N 39222	NAVY EXCHANGE	COMNAVSUPSYS	1	0	0	0	0	0	0	0	1	0	0	0
N 33242	NAV COMTELDET	COMNAVTELCOM	2	44	9	0	0	0	0	0	2	44	9	0
N 44525	NCIS	SECNAV	0	0	6	0	0	0	-3	0	0	0	3	0
		TOTALS:	350	1,952	359	0	0	-8	-24	0	350	1,944	335	0

N 53869 VPL
N 68322 NETP
N 45458 NAVLE

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 3: MANPOWER DATA - SPECIAL USE AREAS. This is a list of "special use areas" assigned to the activity being considered for closure or realignment. Please review this list and determine which, if any, of these special use areas will also be closed as a result of this action. If so, note this fact in the "Closed?" column, and then identify the fiscal year in which the area will be closed. For any special use areas which will be closed, corresponding numbers of billets/positions must be incorporated both into the "End FY 2001 Activity Population" and also the "Eliminated and Relocated Billets/Positions" data in your data call response. Manpower estimates shown below reflect Data Call 1 estimates. Please ensure that accurate "End of FY 2001" data is used in your response; as well as ensuring that you do not double count any numbers already shown on Part 1 of this attachment.

UIC	NAME	MAJOR CLAIMANT	CITY	STATE	OFF	ENL	CIV	Non-DOD	CLOSED?	FY
N 44768	NAVY RESERVE RECUITER	CHNAVPER	TOPSHAM	ME	0	2	0	0		
N 63981	COMNAVAVNACTS TOPSHAM	CINCLANTFLT	TOPSHAM	ME	16	17	2	0		
N 60087	EAST BRUNSWICK	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0		
N 60087	MCKEEN ST	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0		
N 60087	PORTLAND CUMBERLAND	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0		
N 0348A	REDINGTON TOWNSHIP (SERE)	CINCLANTFLT	RANGELEY	ME	0	0	0	0		
N 60087	REDINGTON TOWNSHIP (SERE)	CINCLANTFLT	RANGELEY	ME	0	0	0	0		
N 60087	SABINO HILL	CINCLANTFLT	PHIPPSBURG	ME	0	0	0	0		
N 60087	SMALL POINT	CINCLANTFLT	PHIPPSBURG	ME	0	0	0	0		
N 60087	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0		
N 60672	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0		
N 63981	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0		
M 80251	4TH MARINE DIV ACTIVE	COMMARCOR	TOPSHAM	ME	1	8	0	0		
N 39047	COMRESPATWINGLANT DET	COMNAVRESFOR	TOPSHAM	ME	1	2	2	0		
N 48876	DECA(COMMISSARY) TOPSHAM	DECA	TOPSHAM	ME	0	4	36	0		
				TOTALS:	18	33	40	0		

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 4: MANPOWER DATA - NON-DEPARTMENT OF THE NAVY (DON) TENANTS. This is a list of non-DON tenant activities located at the installation. If any of these tenants need to be relocated as a result of the closure/realignment action, then identify the number of billets/positions to be relocated, the fiscal year in which the relocation will take place, and the name/location of the receiving site. Manpower numbers associated with these relocations must then be incorporated into the total "End FY 2001 Activity Population" and the "Relocated Billets/Positions" data in the data call response. Manpower numbers shown below reflect Data Call 1 estimates. Please ensure that accurate "End of FY 2001"

UIC	NAME	MAJOR CLAIMANT	OFF	ENL	CIV	Non-DOD	FY	RECEIVING BASE
D HS11BX	DIS	unknown	0	0	9	0		
D SX1021	DRMO	unknown	0	0	6	0		
D W14GRH	US ARMY RECRUITING BATT	unknown	6	24	17	0		
D W1U534	USAMEDDAC	unknown	1	5	1	0		
		TOTALS:	7	29	33	0		

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 5: TOTAL FACILITY SQUARE FEET. This is the total Class 2 facility square feet, excluding family housing, MWR and utilities, as reported in the Naval Facilities Assets Data Base (NFADB). This figure is used in determining the number of square feet which will be "shut down" as a result of the closure action.

Total Facility Square Feet (in thousands): 1,524

PART 6: BASE OPERATING SUPPORT (BOS) COST DATA. This is the total BOS costs reported for the host and tenant activities in Data Call 66. Please review this data and ensure that it is consistent with FY 1996 OSD Submit budget data. If BOS cost data needs to be revised, specific revisions should be noted on a revised copy of the appropriate Data Call 66 table(s), which should then be returned with this data call response.

			***** O&M, etc. *****				***** DBOF *****				***** TOTAL *****			
UIC	NAME	MAJOR CLAIMANT	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY
68570	HRO GROTON	CINCLANTFLT	0	0	32	385	0	0	0	0	0	0	32	385
33242	NAV COMTELDET	COMNAVTELCOM	2	0	272	301	0	0	0	0	2	0	272	301
43343	PERSUPPDET	CINCLANTFLT	0	0	96	957	0	0	0	0	0	0	96	957
41775	BRDENCL BRUNSWICK	BUMED	10	0	34	0	0	0	0	0	10	0	34	0
60087	NAS BRUNSWICK	CINCLANTFLT	3353	2762	12081	19702	0	0	0	0	3353	2762	12081	19702
45458	NAVLEGSVOFFDET	CNO	0	0	0	0	0	0	0	0	0	0	0	0
32615	BRMEDCL BRUNSWICK	BUMED	49	0	167	536	0	0	0	0	49	0	167	536
67637	MCRC TOPSHAM,MAINE	COMMARCOR	2	0	70	0	0	0	0	0	2	0	70	0
		TOTALS:	3416	2762	12752	21881	0	0	0	0	3416	2762	12752	21881

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 7: CONTRACT WORKYEAR DATA. This is the total contract workyear data reported by the host and tenant activities in Data Call 66. Please review this data, especially the columns regarding contract workyears which will either be eliminated or transferred as a result of the closure/realignment action. Sum of workyears transferred + eliminated + remaining at activity must equal Total Contract Workyears. Annotate corrections as necessary.

UIC	NAME	MAJOR CLAIMANT	TOTAL CONTRACT WORKYEARS	NO. OF WORK-YEARS TO BE TRANSFERRED	NO. OF WORK-YEARS TO BE ELIMINATED	NO. OF WORK-YEARS REMAINING AT ACTIVITY
68570	HRO GROTON	CINCLANTFLT	0	0	0	0
33242	NAV COMTELDET	COMNAVTELCOM	0	0	0	0
43343	PERSUPPDET	CINCLANTFLT	0	0	0	0
41775	BRDENCL BRUNSWICK	BUMED	0	0	0	0
60087	NAS BRUNSWICK	CINCLANTFLT	44	26	18	0
45458	NAVLEGSVOFFDET	CNO	0	0	0	0
32615	BRMEDCL BRUNSWICK	BUMED	0	0	0	0
67637	MCRC TOPSHAM,MAINE	COMMARCOR	0	0	0	0
		TOTALS:	44	26	18	0

BSAT

Department of the Navy
Base Structure Analysis Team

BRAC-95 Scenario Development Data Call Tasking

URGENT

To: Ms. Monica Shephard		
Organization : CINCLANTFLT		
Fax Number : 1-804-444-0730	Date : 11/9/94	Time : 12:11:50

Complete a BRAC-95 Scenario Development Data Call response for the closure/realignment scenario(s) outlined on the next page. A Base Loading Data Attachment (Attachment One to the Scenario Development Data Call) for each losing base involved in the scenario has been provided with this fax tasking. General guidance in preparing data call responses is provided below. Specific guidance on the closure/realignment scenario is provided on the next page.

In developing your Data Call response, every effort should be made to minimize the costs associated with the closure action and to ensure that completion of the action takes place as rapidly as possible. The BSEC tasking for this scenario may include specific directions on the relocation of functions/organizations. In the absence of specific direction from the BSEC, only essential functions, equipment, etc., should be relocated. All others should be eliminated/excessed. To this end, for any activity identified as being relocated in your data call response (with the exception of relocations specifically identified by the BSEC), you must provide a detailed narrative explanation on the specific operational requirement that supports movement to another location as opposed to elimination of the activity.

As the lead major claimant for this data call response, it is your responsibility to ensure that all necessary coordination with other major claimants and consolidation/summarization of responses is completed prior to submitting a data call response. Contact the BSAT if you need a POC list for other major claimants.

As detailed in the Scenario Development Data Call format, the following data submission and certification procedures will be followed. An advance copy of the completed data call response, along with a major claimant-level certification, will be either hand carried or faxed to the BSAT by the lead major claimant. The original copy of the data call response must be forwarded, via the chain of command, as soon as possible thereafter.

Due date for submission of the advance copy of the data call response, along with POCs on the BSAT for this scenario, are provided on the next page. Every effort must be made to ensure that data calls are submitted on time. Primary fax number for the BSAT for Scenario Development Data Call responses is (703) 756-2172. An alternate fax number is (703) 756-2174. Due to the size of some of these data call responses, major claimants in the Washington, DC area should try to hand deliver, rather than fax their responses.

***** ***48 Hour Turnaround Required*** *****

Number of Pages, including cover page: 57

URGENT

BRAC-95 Scenario Development Data Call Tasking

Base Loading Data Attachment

A Base Loading Data Attachment (Attachment One to the Scenario Development Data Call) is provided, with this fax, for each base in the scenario which is being considered for closure/realignment. See pages 3 - 4 of the Introduction to the Scenario Development Data Call, and the text accompanying each part of this Attachment, for more information on the use of the Base Loading Data Attachment in responding to Scenario Development Data Call taskings. The Base Loading Data Attachment is composed of the following seven parts (note that parts 5 and 6 are shown on the same page):

Part 1: Manpower Data - Host and Tenants. Table is a listing of the host activity and all tenant activities at the base. Manpower numbers (end strength) are shown for the start of FY 1996 (End FY 1995) and the end of FY 2001 (the difference between these two columns being the planned force structure changes).

Part 2: Manpower Data - Detachments. Table is a listing of detachments of the activity being considered for closure/realignment.

Part 3: Manpower Data - Special Use Areas. Table is a listing of "special use areas" of the activity being considered for closure/realignment.

Part 4: Manpower Data - Non-Department of the Navy (DON) Tenants. Table is a listing of the Non-DON tenant activities at the base.

Part 5: Total Facility Square Feet. Total Class 2 facility square feet at the base, excluding family housing, MWR and utilities, as reported in the Naval Facilities Assets Data Base(NFADB).

Part 6: Base Operating Support (BOS) Cost Data. FY 1996 BOS Costs, regardless of appropriation, as reported in Data Call 66 response(s).

Part 7: Contract Workyear Data. Contract Workyear data, as reported in Data Call 66 response(s).

If a blank page is printed rather than one of the "Parts" of the Base Loading Data Attachment, then no records were found for this particular table (e.g., the activity had no detachments, etc.).

The next 7 pages provide specific Scenario Development Data Call taskings.

Document Separator

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (1) - SCENARIO SUMMARY

Complete one copy of Enclosure (1) - Scenario Summary for the entire closure/realignment scenario. Tables included in this enclosure are 1-A, 1-B and 1-C.

Table 1-A: Scenario Description. Identify the Scenario Number, Title and Response Date. The Scenario Number and Title will be provided to you by the BSAT as part of the data call tasking.

Scenario No.:	1-01-0001-004
Scenario Title:	NAS Brunswick
Date:	11 November 1994

Table 1-B: Point of Contact Information. Please identify a knowledgeable point of contact familiar with the information relating to this closure/realignment scenario whom the BSAT can contact to answer any questions or to provide additional information as required. This point of contact must also be familiar with the location and name of the person responsible for maintaining any supporting documentation relating to this data call response.

Name:	Ron Hovell, LCDR, USN
Organization/Code:	CINCLANTFLT Code N442D
Office Phone Number:	(804)445-8771
Fax Number:	(804)444-0730, (804) 445-1034
Home Phone Number:	(804)440-8670

Table 1-C: Losing/Gaining Bases Involved in Scenario. Complete the table on the next page to identify "bases" involved in the closure/realignment scenario. Note that the term **"Losing Base"** refers to host activities, independent activities or other activities specifically identified in the Scenario Development Data Call tasking which are being reduced in size, i.e., closing or being realigned. The term **"Gaining Base"** refers to host or independent activities which will be receiving sites for functions/personnel transferred from losing base(s). For example, a losing base is the activity referred to in the data call tasking, i.e., a Naval Station, Hospital, etc. **Individual tenants should not be separately listed on this table**, e.g., Branch Medical Clinic, Personnel Support Detachment, etc. Individual tenants will, however, be specifically identified in subsequent tables in the data call. The third column of the table

Enclosure (1)

should be used to identify relevant information regarding workload/missions to be transferred. For example, entries in this column should be short phrases such as, "missile workload", "ships", "F-14 squadrons", "tenants", etc., or to provide other clarifying information. This third column need only be completed to identify major components of the closure/realignment scenario, and should not be used to list all tenant names, etc.

Table 1-C: Losing/Gaining Bases Involved in Scenario

Losing Base(s)	Gaining Base(s)	Workload/Missions Transferring
NAS Brunswick	NAS Jacksonville	3 P-3 squadrons, 1 VPU, and supporting units
	Portsmouth Naval Shipyard, NH	Regional PERSUPPDET support
	Patuxent River, MD	NLMOF support
	Brunswick, ME	Detachment of NMCB-27 (Reserves) remain
* McKeen St. Housing	Brunswick, ME	Retained housing to support precommissioning units for SUPSHIP Bath, ME
* 4th Reserve Marine Division Compound	Retained compound in Brunswick	Retained facility and fenced area to support 4th Marine Reserve Division
* Army Recruiter Battalion	Move to leased space in Brunswick	Recruiting mission does not disestablish
* Army MEDACC (Vet)	Move to leased space in Brunswick	
* Navy Reserve Recruiters	Move to NRC Portland, ME	Recruiting mission does not disestablish

Note: If an activity/function will be relocated into leased office space, please note this fact under the column, Gaining Base, e.g., "Washington, DC - Leased Space".
* Retained functions.

Enclosure (1)

BRAC-95 Scenario No. 1-01-0001-04

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) to this attachment is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

DAVID J. NELSON, CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

11 November 1994
Date

NAS Brunswick, ME
Activity

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Complete a separate Enclosure (2) - Losing Base Questions for each "losing" base involved in the closure/realignment scenario. Make additional copies of this enclosure as necessary. Tables included in this enclosure are 2-A, 2-B, 2-C, 2-D, 2-E, and 2-F. Enter the Losing Base name in the block below:

Losing Base:	NAS Brunswick, ME

The first five tables in this enclosure will be used to identify the movement and/or elimination of military billets and civilian positions. Data entered in Tables 2-B and 2-C will be transferred to Table 2-D and will be used to reconcile manpower totals at the losing base. The entire losing base workforce as shown on the annotated copy of the Base Loading Data Attachment must be accounted for in the Table 2-D reconciliation.

General Note on Tables 2-A and 2-B. A separate copy of both of these two tables must be completed for each pair of activities between which transfers of personnel, equipment or vehicles will occur. That is, a single enclosure (1) response may require multiple copies of tables 2-A and 2-B. For example, if the scenario involves the closure of NAVSTA A and relocation of personnel to NAVSTA B and NAVSTA C, then two tables will be completed, one for transfers from NAVSTA A to NAVSTA B and one for transfers from NAVSTA A to NAVSTA C. Note that for purposes of completing these tables, Losing Bases and Gaining Bases are defined as a host activity, independent activity or other activity specifically identified in the data call tasking. Separate tables will not be prepared for individual tenant activities, instead, tenant numbers will be incorporated into the table for the Losing Base. Be certain to identify the name of both the gaining and losing base. Make additional copies of these two tables as necessary.

Table 2-A: Disposition of Personnel - Detail Data. Please review the Base Loading Data Attachment and annotate any corrections, as necessary. Using the data contained in the Base Loading Data Attachment, complete the table on the next page. For both the host and tenant activities, identify, by UIC, the number of billets/positions being relocated to the identified receiving site. Each UIC shown as a separate line on the Base Loading Data Attachment must be separately listed in Table 2-A. Drilling reservists will not be included in officer and enlisted billet fields. Military students must be separately distinguished from officer and enlisted billets in COBRA. The Base Loading Data Attachment includes an identification of military students. Annotate the Base Loading Data Attachment to identify any additional students not currently shown, and include these corrected numbers in Table 2-A. Numbers of students are expressed as the estimated "Average On-Board" (AOB) which would be trained at the losing base in FY 2001 if a closure/realignment did not occur. Non-DON tenants must also be reviewed and a determination made as to whether the organization will be relocated. Relocating non-DON tenants must be included in the number of billets/positions identified as being transferred (and manpower totals adjusted accordingly). Disposition of tenant and reserve activities must be adequately coordinated.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
60087	NAS Brunswick	Officer	1	0	0	0	0	0	1
		Enlisted	16	55	42	0	0	0	113
		Civilian	[illegible]	15	15	0	0	0	45
		Mil Stu		0	0	0	0	0	0
41775	NAVDENCLINIC	Officer		3	0	0	0	0	3
		Enlisted		8	0	0	0	0	8
		Civilian		0	0	0	0	0	0
		Mil Stu		0	0	0	0	0	0
32615	NAVMEDCLINIC	Officer		9	0	0	0	0	9
		Enlisted		37	0	0	0	0	37
		Civilian		0	0	0	0	0	0
		Mil Stu		0	0	0	0	0	0
67637	MCRC Topsham, ME	Officer		0	0	0	0	0	0
		Enlisted		0	0	0	0	0	0
		Civilian		0	0	0	0	0	0
		Mil Stu		0	0	0	0	0	0
44314	AIMD	Officer		2	1	0	0	0	4
		Enlisted	[illegible]	50	50	0	0	0	150
		Civilian		1	1	0	0	0	2
		Mil Stu	[illegible]	0	0	0	0	0	0
47794	Aircraft Op Det	Officer	[illegible]	0	0	0	0	0	0
		Enlisted	4	4	0	0	0	0	8
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
41275	CNAL DET TSC MOCC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
63981	COMNAVAVNA CTS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
68125	CAAC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
53823	CPW-5 Staff	Officer	0	10	0	0	0	0	10
		Enlisted	0	23	0	0	0	0	23
		Civilian	0	4	0	0	0	0	4
		Mil Stu	0	0	0	0	0	0	0
35381	CPW-5 TSC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
48673	Family Services	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
0348A	FASOTRAGRUL ANT	Officer	0	0	0	0	0	0	0
		Enlisted	7	7	0	0	0	0	14
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
55619	Fleet Maritime Patrol MOCC	Officer	0	2	0	0	0	0	2
		Enlisted	0	10	0	0	0	0	10
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39358	FLTIMAGCENT LANT	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
68570	HRO Groton	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	2	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
68867	NMCB-27	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
43343	PERSUPPDET	Officer	0	0	0	0	0	0	0
		Enlisted	0	5	0	0	0	0	5
		Civilian	0	5	0	0	0	0	5
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From Losing Base: NAS Brunswick, ME

To Gaining Base: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
47207	Security Det	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09639	VP-10	Officer	62	0	0	0	0	0	62
		Enlisted	294	0	0	0	0	0	294
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09367	VP-11	Officer	62	0	0	0	0	0	62
		Enlisted	294	0	0	0	0	0	294
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09043	VP-23	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09610	VP-26	Officer	0	62	0	0	0	0	62
		Enlisted	0	294	0	0	0	0	294
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
09661	VP-8	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
53869	VPU-1 Special Projects	Officer	26	0	0	0	0	0	26
		Enlisted	164	0	0	0	0	0	164
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From Losing Base: NAS Brunswick, ME

To Gaining Base: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68322	NETPMSA	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	2	0	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
45458	NAVLEGSVOFF DET	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
45316	I&I STF Topsham, ME	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
60087	MCSF Cadre NAS Brunswick	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
60087	SERE School, NAS Brunswick	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
30860	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
62489	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	6	10	0	0	0	0	16
		Mil Stu	0	0	0	0	0	0	0
63126	NAWC POINT MUGU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	1	0	0	0	0	1
		Mil Stu	0	0	0	0	0	0	0
44214	ROICC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
66848	CPW-5 SPINTCOMM	Officer	0	0	0	0	0	0	0
		Enlisted	0	2	0	0	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
49919	NAVINTACT SSO VPU-1	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
66458	NLMOF	Officer	0	1	0	0	0	0	1
		Enlisted	0	6	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From Losing Base: NAS Brunswick, ME

To Gaining Base: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68735	NAS SWEY PATRON MAU Brunswick	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
45485	NAVSECGRUACT	Officer	0	0	0	0	0	0	0
		Enlisted	1	0	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
35293	NAVSECGRUDET	Officer	1	0	0	0	0	0	1
		Enlisted	11	0	0	0	0	0	11
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39222	Navy Exchange	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
35242	NAVCOMTELDET	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
44525	NCIS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From Losing Base: NAS Brunswick, ME

To Gaining Base: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
44768	Navy Reserve Recruiter	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
63981	COMNAVAVNACTS Topsham	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
80251	4th Marine Div	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
39047	COMRESPATWINGLANT DET	Officer	0	1	0	0	0	0	1
		Enlisted	0	2	0	0	0	0	2
		Civilian	0	2	0	0	0	0	2
		Mil Stu	0	0	0	0	0	0	0
48876	DECA (Commissary)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
HS11BX	DIS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: NAS Jacksonville, FL

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
SX1021	DRMO	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
W14GRH	Army Recruiting Batt	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
W1U534	USAMEDDAC (Vet)	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
	TOTAL	**Officer**	153	90	1	0	0	0	244
		Enlisted	841	503	92	0	0	0	1,436
		Civilian	21	40	18	0	0	0	79
		Mil Stu	0	0	0	0	0	0	0

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity which will be relocated.

Mil Stu = Military Students.

Enclosure (2)

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Portsmouth Naval Shipyard, Portsmouth, NH

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
43343	PERSUPPDET	Officer	0	0	0	0	0	0	0
		Enlisted	0	1	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	0	0	0	0
		Enlisted	0	1	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Patuxent River, MD

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
66458	NLMOF	Officer	0	0	0	0	0	0	0
		Enlisted	0	4	0	0	0	0	4
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	0	0	0	0
		Enlisted	0	4	0	0	0	0	4
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68867	NMCB-27	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	6	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	0	0	0	0
		Enlisted	0	0	6	0	0	0	6
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Table 2-A: Disposition of Personnel - Detail Data

From Losing Base: NAS Brunswick, ME

To Gaining Base: Brunswick, ME (McKeen St. Housing Office)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
60087	NAS BRUNSWICK	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	3	0	0	0	3
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	3	0	0	0	3
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME (NAVFAC Real Estate Disposal Team)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
60087	NAS BRUNSWICK	Officer	0	0	1	0	0	0	1
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	10	0	0	0	10
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	1	0	0	0	1
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	10	0	0	0	10
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME (Leased Space - Army Vet)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
W1U534	USAMEDDAC (VET)	Officer	0	0	1	0	0	0	1
		Enlisted	0	0	5	0	0	0	5
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	1	0	0	0	1
		Enlisted	0	0	5	0	0	0	5
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME (Leased Space - Army Recruiting)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
W14GRH	ARMY RECRUITING BATT	Officer	0	0	6	0	0	0	6
		Enlisted	0	0	24	0	0	0	24
		Civilian	0	0	17	0	0	0	17
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	6	0	0	0	6
		Enlisted	0	0	24	0	0	0	24
		Civilian	0	0	17	0	0	0	17
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME (4th MARDIV Compound)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
80251	4TH MARINE DIVISION	Officer	0	0	1	0	0	0	1
		Enlisted	0	0	8	0	0	0	8
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	1	0	0	0	1
		Enlisted	0	0	8	0	0	0	8
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-A: Disposition of Personnel - Detail Data

From **Losing Base**: NAS Brunswick, ME

To **Gaining Base**: Brunswick, ME (NRC Portland, ME)

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
44768	NAVY RESERVE RECRUITER	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	2	0	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
		Officer							
		Enlisted							
		Civilian							
		Mil Stu							
	TOTAL	**Officer**	0	0	0	0	0	0	0
		Enlisted	0	0	2	0	0	0	2
		Civilian	0	0	0	0	0	0	0
		Mil Stu	0	0	0	0	0	0	0

Mil Stu = Military Students.

Table 2-B: Disposition of Personnel and Equipment - Summary. Complete the table on the next page to summarize the transfer of equipment and personnel. Personnel numbers must match summary data shown in Table 2-A. Remember that, as with Table 2-A, a separate Table 2-B must be completed for each combination of losing/gaining bases. The following explanatory information is provided.

a. Disposition of Personnel. Transfer the summary relocation data shown at the bottom of the corresponding Table 2-A.

b. Disposition of Equipment. Identify the transfer of equipment and vehicles from one activity to another. **Do not include equipment which will be excessed.** The following explanatory notes are provided:

Mission and Support Equipment: The terms "Mission" and "Support" are provided as broad general terms to distinguish between the types of equipment which will be shipped. In terms of the COBRA moving algorithms, whether equipment is listed under "Mission" or "Support" is irrelevant. Consequently, more attention should be given to identifying the total number of tons which will need to be shipped, rather than spending too much time refining the breakout of mission vs. support equipment. Note that these figures should not include administrative equipment, which is already included in COBRA algorithms at the rate of 710 pounds per military billet or civilian position being relocated.

Light Vehicles: Light vehicles are defined as vehicles that will be **driven** to the new location.

Heavy Vehicles: Heavy vehicles are defined as vehicles which will be **shipped** to the new location.

Remember to complete the "Supporting Data" section which immediately follows the table.

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: NAS Jacksonville, FL							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	153	90	1	0	0	0	244
Enlisted Billets	841	503	92	0	0	0	1,436
Civilian Positions	21	40	18	0	0	0	79
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	6						6
Tons of Support Equipment	2,020	3,760					5,780
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles	Rationale for Relocating
Mission equipment (MOCC)	Homeport change of CPW-5
Squadron support equipment	Homeport change of squadrons

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Portsmouth, NH							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	0	0	0	0
Enlisted Billets	0	1	0	0	0	0	1
Civilian Positions	0	0	0	0	0	0	0
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Patuxent River, MD							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	0	0	0	0
Enlisted Billets	0	4	0	0	0	0	4
Civilian Positions	0	0	0	0	0	0	0
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles | Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (Reserve Seabee (NMCB) Compound)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	0	0	0	0
Enlisted Billets	0	0	6	0	0	0	6
Civilian Positions	0	0	0	0	0	0	0
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment							
Tons of Support Equipment							
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (Navy Recruiters)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	0	0	0	0
Enlisted Billets	0	0	2	0	0	0	2
Civilian Positions	0	0	0	0	0	0	0
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (Army Recruiters)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	6	0	0	0	6
Enlisted Billets	0	0	24	0	0	0	24
Civilian Positions	0	0	17	0	0	0	17
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (Army Vet)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	1	0	0	0	1
Enlisted Billets	0	0	5	0	0	0	5
Civilian Positions	0	0	1	0	0	0	1
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (4th Marine Division)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	1	0	0	0	1
Enlisted Billets	0	0	8	0	0	0	8
Civilian Positions	0	0	0	0	0	0	0
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (NAVFAC Real Estate Disposal Team)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	1	0	0	0	1
Enlisted Billets	0	0	0	0	0	0	0
Civilian Positions	0	0	10	0	0	0	10
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles Rationale for Relocating

Table 2-B: Disposition of Personnel and Equipment - Summary

From **Losing** Base: NAS Brunswick, ME							
To **Gaining** Base: Brunswick, ME (Family Housing Office)							
	1996	1997	1998	1999	2000	2001	Total
Officer Billets	0	0	0	0	0	0	0
Enlisted Billets	0	0	0	0	0	0	0
Civilian Positions	0	0	3	0	0	0	3
Military Students	0	0	0	0	0	0	0
Tons of Mission Equipment	0						0
Tons of Support Equipment	0	0					0
Number of Light Vehicles							
Number of Heavy Vehicles							

Supporting Data for Table 2-B. Use the space below to list the types of Mission Equipment, Support Equipment, Light Vehicles and Heavy Vehicles identified as required to be relocated in Table 2-B and the rationale for relocating this equipment. Attach additional sheets as necessary.

Type of Equipment/Vehicles | Rationale for Relocating

Table 2-C: Eliminated Billets/Positions

Using the Base Loading Data Attachment, identify, by UIC, for both the host and tenant activities, the number of military billets and/or civilian positions which will be eliminated as a result of the closure/realignment scenario. For each UIC on the Base Loading Data Attachment where military billets and/or civilian positions will be eliminated, make a separate entry on Table 2-C. Identify the number of Officer Billets, Enlisted Billets and/or Civilian Positions which will be eliminated in each Fiscal Year. Note that for a total closure scenario, the total number of billets/positions moved plus those eliminated must equal the entire workforce at the activity as of the end of FY 2001 as shown on Base Loading Data Attachment. Numbers entered here should reflect a thorough review of staffing requirements at both the losing and receiving sites, and include all potential job eliminations which would result from consolidation efficiencies, economies of scale, etc. Reductions should reflect both overhead/support eliminations and direct labor eliminations, as appropriate. Eliminations should be entered in the year(s) in which they are expected to occur, for example, if 80 civilian positions will be eliminated in FY 2000 and an additional 50 positions will be eliminated in FY 2001, then enter the data as follows: FY 1996 - 1999 = 0, FY 2000 = 80, FY 2001 = 50, Total = 130. **Do not identify any of the following as eliminated billets/positions in Table 2-C:**

- Planned Force Structure Reductions (FY 1996 through 2001).
- Military Students.
- Non-DON tenants.

Drilling reservists should also not be included in numbers of eliminated billets. Disposition of any tenant or reserve activities must be adequately coordinated.

Table 2-C: Eliminated Billets/Positions

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
60087	NAS Brunswick	Officer	0	10	16	0	0	0	26
		Enlisted	0	47	90	0	0	0	137
		Civilian	0	80	141	0	0	0	221
41775	NAVDENCLINIC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
32615	NAVMEDCLINIC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
X 7637	MCRC Topsham, ME	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
44314	AIMD	Officer	0	0	4	0	0	0	4
		Enlisted	0	0	84	0	0	0	84
		Civilian	0	0	0	0	0	0	0
47794	Aircraft Op Det	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
41275	CNAL DET TSC MOCC	Officer	0	1	0	0	0	0	1
		Enlisted	0	2	0	0	0	0	2
		Civilian	0	2	0	0	0	0	2
63981	COMNAVAVNACTS Brunswick	Officer	2	0	0	0	0	0	2
		Enlisted	4	0	0	0	0	0	4
		Civilian	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
68125	CAAC	Officer	0	1	0	0	0	0	1
		Enlisted	0	4	0	0	0	0	4
		Civilian	0	0	0	0	0	0	0
63823	CPW-5 Staff	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
35381	CPW-5 TSC	Officer	4	4	4	0	0	0	12
		Enlisted	16	16	16	0	0	0	48
		Civilian	0	0	0	0	0	0	0
48673	Family Services	Officer	0	0	0	0	0	0	0
		Enlisted	3	3	0	0	0	0	6
		Civilian	0	0	0	0	0	0	0
0348A	FASOTRAGRUL ANT	Officer	0	0	5	0	0	0	5
		Enlisted	0	0	56	0	0	0	56
		Civilian	0	0	0	0	0	0	0
55619	Fleet Maritime Patrol MOCC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
39358	FLTIMAGCENT LANT	Officer	0	0	0	0	0	0	0
		Enlisted	0	3	0	0	0	0	3
		Civilian	0	0	0	0	0	0	0
68570	HRO Groton	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	8	0	0	0	8
68867	NMCB-27	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
43343	PERSUPPDET	Officer	0	0	1	0	0	0	1
		Enlisted	0	0	9	0	0	0	9
		Civilian	0	0	8	0	0	0	8
47207	Security Det	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
09639	VP-10	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
09367	VP-11	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
09043	VP-23	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
09610	VP-26	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
09661	VP-8	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
53869	VPU-1 Special Projects	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
68322	NETPMSA	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
45458	NAVLEGSVOFF DET	Officer	0	0	0	0	0	0	0
		Enlisted	0	1	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
	I&I STF Topsham, ME	Officer	0	0	0	0	0	0	0
		Enlisted	0	1	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
	MCSF Cadre NAS Brunswick	Officer	0	0	0	0	0	0	0
		Enlisted	0	2	0	0	0	0	2
		Civilian	0	0	0	0	0	0	0
	SERE School, NAS Brunswick	Officer	0	0	0	1	0	0	1
		Enlisted	0	0	0	4	0	0	4
		Civilian	0	0	0	0	0	0	0
30860	NAESU	Officer	0	1	0	0	0	0	1
		Enlisted	0	1	0	0	0	0	1
		Civilian	0	0	0	0	0	0	0
62849	NAESU	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	1	0	0	0	0	1
62472	OICC/ROICC	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
44214	ROICC	Officer	0	1	0	0	0	0	1
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
66848	CPW-5 SPINTCOMM	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
49919	NAVINTACT SSO VPU-1	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
66458	NLMOF	Officer	0	0	0	0	0	0	0
		Enlisted	0	13	0	0	0	0	13
		Civilian	0	3	0	0	0	0	3
68735	NAS SWEY PATRON MAU Brunswick	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
45485	NAVSECGRUACT	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
35293	NAVSECGRUDET	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
39222	Navy Exchange	Officer	0	1	0	0	0	0	1
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
35242	NAVCOMTELDET	Officer	0	2	0	0	0	0	2
		Enlisted	0	44	0	0	0	0	44
		Civilian	0	9	0	0	0	0	9
44525	NCIS	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	3	0	0	0	0	3

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Losing Base Name: NAS Brunswick

UIC	Name	Type	1996	1997	1998	1999	2000	2001	Total
44768	Navy Reserve Recruiter	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
63981	COOMNAVAVN ACTS Topsham	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
80251	4th Marine Div	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
39047	COMRESPATWINGLANT DET	Officer	0	0	0	0	0	0	0
		Enlisted	0	0	0	0	0	0	0
		Civilian	0	0	0	0	0	0	0
	TOTAL	**Officer**	6	21	31	0	0	0	58
		Enlisted	23	137	259	0	0	0	419
		Civilian	0	98	157	0	0	0	255

Make additional copies of this table, or add rows to it, as necessary, to include each host/tenant activity with eliminated positions/billets.

Enclosure (2)

Table 2-D: Manpower Reconciliation Data. It is imperative that all manpower is accurately accounted for in the closure/realignment scenario. Using the data from the Base Loading Data Attachment and Tables 2-B and 2-C, complete the "reconciliation" table shown on the next page. Note that Line C of the table should include any changes in manpower resulting from the implementation of prior BRAC actions at the base. These changes should also be annotated on the Base Loading Data Attachment and reflected in Line D of the table, "End FY 2001".

(see next page)

Notes: Do not fill in shaded cells. **Double check** your work. **Line H** (which is the sum of number of billets/positions moving, eliminated and remaining at the Losing Base) **must equal Line D** (the number of billets/positions at the end of FY 2001).

Table 2-D: Manpower Reconciliation Data

	Officers	Enlisted	Civilians	Mil Stu	Total
A. Begin FY 1996:	313	1,970	389	0	2,668
B. Force Structure Changes(+/-):	-2	-61	-24		-87
C. Prior BRAC Changes (+/-):					
D. End FY 2001:	311	1,909	365	0	2,581
Moving to (List each Gaining Base):					
1. NAS Jax, FL	244	1,436	79	0	1,759
2. Portsmouth, NH	0	1	0	0	1
3. Brunswick, ME	0	6	0	0	6
4. Patuxent River, MD	0	4	0	0	4
5. 4th Marine Division	1	8	0	0	9
6. Army Recruiter	6	24	17	0	47
7. Army MEDACC	1	5	1	0	7
8. Navy Reserve Recruiters	0	2	0	0	2
9. Brunswick NAVFAC Real Estate Disposal Team	1	0	10	0	11
10. Family Housing (SUPSHIP Bath)	0	0	3	0	3
E. Total Billets/Positions Moving:	253	1,486	110	0	1,849
F. Eliminated Billets/Positions:	58	419	255		732
G. Remaining at Losing Base:	0	0	0	0	0
H. Sum of Lines E, F, and G:	311	1,905	365	0	2,581

Table 2-E: Caretaker Requirements (Mothball Scenarios Only). Complete the table below to identify any permanent caretaker requirements associated with a "mothball" (deactivation) scenario. **Caretakers should only be identified if an activity will be mothballed as opposed to closed or realigned.** Scenario data call taskings will identify if this is a "mothball" scenario. This area should not be used to identify temporary caretaker requirements associated with closure of the facility. If some or all of the activity will be mothballed, as opposed to closed or realigned, then identify the number of military and/or civilian caretakers that will be required to remain permanently at the activity. Enter the number of caretakers which will be added to the activity in each year. For example, if 100 caretakers will be required in 1996, and then this number will be increased to 150 in 1997 and out, then enter 1996 = 100, 1997 = 50, leave 1998 through 2001 blank, and enter 150 as the total.

Table 2-E: Caretaker Requirements ("Mothball" Scenarios Only)

Losing Base Name:							
	1996	1997	1998	1999	2000	2001	Total
Military Caretakers							
Civilian Caretakers							

Table 2-F: Dynamic Base Information

Complete the following "Supporting Data" section. Then, summarize this data in the Summary Data Table (2-F) that immediately follows this "Supporting Data" section. Show all entries in ($000).

Table 2-F: Supporting Data:

a. Other One-Time Unique Costs. Identify any other one-time unique costs at the losing base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). Examples include use of temporary office space, lease termination costs, etc. Only costs directly attributable to the closure/realignment action should be identified. This area should not be used to identify routine moving or personnel costs, which are calculated automatically by the COBRA algorithms, nor should it be used to identify one-time unique moving costs which will be addressed separately in item c. below. For each unique one-time cost, identify the amount, year in which the cost will be incurred and describe the nature of the cost. Do not double count any costs identified on Gaining Base tables (Enclosure (3)).

Losing Base: NAS Brunswick

	Cost	FY	Description
1.	$350	97	Tank closure: JFSI
2.	$500	96	Environmental Impact Statement for community reuse
3.	$61	97	Disposal of hazardous material
4.	$103	97	Disposition of historical pieces/museum items
5.	$9	97	Disposition of fuel from fuel tanks
6.	$233	97	Removal of ground electronics equipment
7.	$937	97	Relocation of operational flight trainers, weapons systems trainers, and DIFAR
8.	$375	98	Tank closure: Bldgs 233, 211, Auxiliary Generators, vehicle fueling
9	$300	98	RCRA (Resource Conservation and Recovery Act) operations closure: Bldg 45, SCA's (Satellite Collection Activity), paint booths, solvent tanks, MSR (Mobil Shooting Range)
10.	$400	98	Wherry housing fuel tank removal
11.	$20	97	Installation of fencing to secure area containing Reserve Marine Battalion
12.	$1,980	99	Cost of operations during NAVFAC disposal

b. Other One-Time Unique Savings. Identify any other one-time unique savings at the losing base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). Examples include net proceeds to DoD resulting from an existing MOU with a state or local government, one-time environmental compliance cost avoidances, etc. This area should not be used to identify routine moving or personnel savings, which are calculated automatically by the COBRA algorithms. Do not include Construction Cost Avoidances (which were identified in a separate data call), or Procurement Cost Avoidances (which are covered under item i. below). For each savings, identify the amount, year in which it will occur and describe the nature of the savings. Only savings directly attributable to the closure/realignment action should be identified. Do not double count any savings identified on Gaining Base tables (Enclosure (3)).

Losing Base: _____

	Cost	FY	Description
1.			

c. One-Time Unique Moving Costs. The COBRA algorithms use standard packing and shipping rates to calculate the cost of transporting equipment and vehicles. Identify here only those unique moving costs associated with movements out of the losing base that would be incurred in addition to standard packing and shipping costs associated with tonnage and vehicles identified in Table 2-B. Examples of unique moving costs include packing, special handling or recalibration of specialized laboratory or industrial equipment; movement of special materials, etc. If unique costs identified here include packing and shipping costs, then ensure that tonnage for this "unique" equipment is not included under the Mission and Support equipment identified in Table 2-B. For each cost included in the table above, identify the amount, year in which the cost will be incurred, the name of the gaining base and a brief description of the cost.

Losing Base: NAS Brunswick

	Cost	FY	Gaining Base	Description
1.	$41	96	NAVWEPSSTA, Yorktown, VA	Ordnance shipment to central RSSI operation

d. and e. Changes in Mission Costs. Items d. and e. should be used to identify those changes in mission costs that result from the closure/realignment action, but are not counted elsewhere in this data call response or COBRA algorithms. For example, **do not include** changes in non-payroll Base Operating Support (BOS), Family Housing Operations, housing allowances, CHAMPUS costs/savings, or salary savings for eliminated positions/billets, all of which are calculated by other COBRA algorithms. Examples of items to include here are changes in operating costs due to the transfer of workload to gaining bases, economies of scale, changes in travel requirements, differences in wage grade labor rates or locality pay differentials, changes in the amount of mission work performed on contract, and changes in utility requirements or ADP/telecommunications costs not included in responses provided in the Base Operating Support tables of Data Call 66.

For purposes of calculating changes in costs associated with the transfer of mission workload from a losing to a gaining base, the following information is provided below. Calculations should take into consideration both economies of scale and differences in operating costs. Remember, any salary savings resulting from eliminated military billets and/or civilian positions must be identified as a number of billets/positions eliminated in Table 2-C. **Do not include** basic salary and fringe benefit savings associated with billets/positions identified as eliminated on Table 2-C. Also, **do not identify** changes in the non-payroll BOS Costs (including non-payroll G&A for DBOF activities) reported in Data Call 66.

First, identify economies of scale by examining the historic pattern of how labor, overhead and other costs vary with workload volume (adjust prior year costs for inflation to make them comparable; use statistical tests to determine the type of relationship that exists). The relationship between costs and workload can then be used to estimate changes in labor and overhead rates which result from the projected change in workload. Economies of scale benefits will generally accrue to gaining bases on an incremental basis, as the workload ramps up, and will remain in future years after all workload is transitioned.

Second, calculate resulting changes in operating costs. Changes in operating costs should be calculated by pricing out direct labor manhours of work, using the projected labor and productive overhead rates (which have been adjusted to take into consideration economies of scale resulting from the workload transfer) for both the losing and gaining base. The difference in total costs associated with the workload transition is then identified as the net change in mission costs. Relative differences in the numbers of hours required to complete a project at the losing base and gaining base(s) should be taken into consideration, if identifiable. Also, include contract costs in this analysis, but unless cost changes are identifiable, assume that contract price rates will remain constant.

If a net change in mission costs is included in the data call response, the response must also include supporting data to show calculations and methodology used to estimate this change in costs. Furthermore, data used in these calculations must be

consistent with previously submitted certified data.

d. Net Mission Costs. Complete the following worksheet to identify any net recurring increases in mission costs associated with the closure/realignment of the losing base and/or transfer of workload to gaining bases. For each net cost increase, identify the name of the gaining base where the workload will be transferred (if applicable), cost increases by year and describe the nature of the cost increase. If this worksheet is filled in, provide supporting data to show calculations and methodology used to estimate these cost increases.

Net Mission Costs (Cost Increases) Worksheet						
Losing Base: NAS Brunswick, ME						
Gaining Base	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001 and Beyond
1.NAS Brunwick, ME	0	10	30	50	0	0
Telcom switch maintenance costs passed to NAS Brunswick as tenants depart.						
2.						
Description:						
3.						
Description:						
4.						
Description:						
5.						
Description:						

Add additional lines to worksheet as necessary.

e. Net Mission Savings. Complete the following worksheet to identify any net recurring decreases in mission costs associated with the closure/realignment of the losing base and/or transfer of workload to gaining bases. For each net cost decreases, identify the name of the gaining base where the workload will be transferred (if applicable), cost decreases by year and describe the nature of the cost decrease. If this worksheet is filled in, provide supporting data to show calculations and methodology used to estimate these cost decreases.

Net Mission Savings (Cost Decreases) Worksheet						
Losing Base:						
Gaining Base	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001 and Beyond
1.						
Description:						
2.						
Description:						
3.						
Description:						
4.						
Description:						
5.						
Description:						

Add additional lines to worksheet as necessary.

f. Miscellaneous Recurring Costs. Identify any other recurring costs at the losing base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section), e.g., new leases of facilities or equipment, etc. For each cost, identify the amount, year in which the cost will begin and describe the nature of the cost. Only costs directly attributable to the closure/realignment action should be identified. (Do not include changes in non-payroll BOS, Family Housing Operations, housing allowances or CHAMPUS costs, all of which are calculated by other COBRA algorithms.) Do not double count changes in Mission costs shown above. Do not double count any costs identified on Gaining Base tables (Enclosure (3)).

Losing Base: NAS Brunswick, ME

	Annual Cost	FY	Description
1.	$3,190	98	Berthing support to house sailors from Precomm Units assigned to SUPSHIPS, Bath, ME.
2.	$6	99	HRO - Common support costs due to local mission.
3.	$6	99	Army Recruiting Battalion - common support costs due to local mission
4.	$6	99	4th Marine Division - common support costs due to local mission
5.	$3	99	Naval Reserve Recruiting Office - common support costs due to local mission
6.	unknown		Additional flight operations costs associated with loss of viable, unencumbered air space and ranges.
7.	unknown		Additional flight operations costs associated with additional travel distance to northern maritime shipping lanes, northern patrol routes, and north Atlantic deployment sites.
8.	$1,800	99	Family Housing Operations

g. Miscellaneous Recurring Savings. Identify any other recurring savings at the losing base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section), e.g., elimination of leases of facilities or equipment, etc. For the savings, identify the amount, year in which each will begin and describe the nature of the savings. Only savings directly attributable to the closure/realignment action should be identified. (Do not include changes in non-payroll BOS, Family Housing Operations, housing allowances, CHAMPUS costs or salary savings for eliminated positions/billets, all of which are calculated by other COBRA algorithms.) Do not double count changes in Mission Costs shown above. Do not double count any savings identified on Gaining Base tables (Enclosure (3)).

Losing Base: _____

	Annual Savings	FY	Description
1.			

h. Land Sales. Identify any proceeds, if identifiable and realistically expected to be received, which would be realized through the sale of excessed property at the losing base(s). In most cases, proceeds will not be realized from the sale of land at closed activities. However, if unusual circumstances warrant, identify estimated amount of proceeds, number of acres to be sold and rationale for assuming that proceeds will be obtained.

Losing Base: NAS Brunswick

	Revenues	No. of Acres	Rationale
1.	0		

i. Procurement Cost Avoidances. Identify any procurement cost avoidances which would be realized as a result of the closure/realignment scenario. Items identified here must not include any funds, regardless of appropriation, identified as BOS costs in Data Call 66. An example of a cost to include here would be a planned "Other Procurement account" purchase of a computer system, which will no longer be required as a result of the closure/realignment action. For each cost avoidance, identify the amount, year in which the cost would have been incurred, whether the cost avoidance is one-time or recurring in nature, and the nature of the cost avoidance.

Losing Base: _____

	Cost	FY	One-Time/Recurring	Explanation
1.				

j. Facility Shutdown. If an activity is being realigned but not completely closed, then identify the number of square feet of Class 2 real property (buildings), excluding family housing, MWR and utilities facilities, which will be shut down at the losing base as a result of this action. If an activity is being completely closed, then just enter "All". The Base Loading Data Attachment includes an identification of total square feet for the activity and should be referred to in answering this question. Note that this entry should be shown in "thousands of square feet" (KSF).

Losing Base: NAS Brunswick

Facility KSF Shutdown: ALL

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
Enclosure (2) - LOSING BASE QUESTIONS

Summarize data shown in response to supporting data questions a. through j. above in the following table. Note that all entries must be shown in ($000).

Table 2-F: Dynamic Base Information Summary

Losing Base:								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs	500	1,480	1,075	1,980			5,035
b.	One-Time Unique Svgs							
c.	One-Time Move Costs	41						41
d.	Net Mission Costs		10	30	50			90
e.	Net Mission Savings							
f.	Misc Recur Costs			3,190	1,821			5,011
g.	Misc Recur Savings							
h.	Land Sales							
i.	Procurement Cost Avoid							

j. Fac. Shutdown (KSF)	ALL

Enclosure (2)

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) to this attachment is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

CAPT R. D. RESAVAGE
NAME (Please type or print)

R. D. Resavage
Signature

COMMANDING OFFICER
Title

10 November 1994
Date

NAVAL AIR STATION JACKSONVILLE
Activity

Attachment Two

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

Complete a separate Enclosure (3) - Gaining Base Questions, as appropriate, for each "gaining" base involved in the closure/realignment scenario. Make additional copies of this enclosure as necessary. Tables included in this enclosure are 3-A and 3-B. Enter the name of the Gaining Base in the block below.

Gaining Base:	**NAS JACKSONVILLE**

Table 3-A - Dynamic Base Information. Complete the following "Supporting Data" section. Then, summarize this data in the Summary Data Table (3-A) that immediately follows this "Supporting Data" section. Show all entries in ($000).

Table 3-A: Supporting Data

a. Other One-Time Unique Costs. This item has been divided into two sections. First, separately identify any Community Infrastructure Impact costs. Second, separately identify any other One-Time Unique costs. **Finally, when transferring these figures to the Summary Data Table (3-A), combine both sets of numbers into one "Other One-Time Unique Costs" answer (by year).**

a. (1) Community Infrastructure Impacts. Identify any cost impacts on community infrastructure at gaining bases which would result from the transfer of functions/personnel, e.g., requirement to build new sewage treatment facility, etc. For each cost, identify the amount, year in which it would be incurred, location (city, etc.), and a brief description of the requirement. Answers must be consistent with certified data contained in the gaining base's Data Call 65, "Economic and Community Infrastructure Data", response. Ensure that adequate coordination takes place, especially in those cases where the gaining and losing base are in different claimancies. **Remember to aggregate this answer with 2.a.(2) costs on the next page, if any, when transferring data to Summary Table.**

Gaining Base: NAS JACKSONVILLE

Cost	FY	Location	Description

1. There will be no impact on the community infrastructure with the transfer of squadrons from NAS Brunswick.

a. (2) Other Unique One-Time Costs. Identify any other one-time unique costs at the gaining base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). Examples include use of temporary office space, etc. Only costs directly attributable to the closure/realignment action should be identified. This area should not be used to identify routine moving or personnel costs, which are calculated automatically by the COBRA algorithms, nor should it be used to identify one-time unique moving costs which will be addressed in the Losing Base tables (enclosure (2)). For each unique one-time cost, identify the amount, year in which the cost will be incurred and describe the nature of the cost. Do not double count any costs identified on Losing Base tables (Enclosure (2)). **Remember to aggregate with 2.a.(1) costs on the previous page, if any, when transferring data to Summary Table.**

Gaining Base: **NAS JACKSONVILLE**

	Cost	FY	Description
1.	$50	96	Noise Analysis
2.	$250	96	Air Space Study

b. Other One-Time Unique Savings. Identify any other one-time unique savings at the gaining base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section). This area should not be used to identify routine moving or personnel savings, which are calculated automatically by the COBRA algorithms. Do not include MILCON Cost Avoidances (which were identified in a separate data call), or Procurement Cost Avoidances (which are covered in the losing base enclosure). For each savings, identify the amount, year in which it will occur and describe the nature of the savings. Only savings directly attributable to the closure/realignment action should be identified. Do not double count any savings identified on Losing Base tables (Enclosure (2)).

Gaining Base: **NAS JACKSONVILLE**

	Cost	FY	Description
1.	No other one-time unique savings were identified.		

c. Environmental Mitigation. Environmental cleanup costs at closing bases are not considered in COBRA, since these costs will be incurred regardless of whether the activity is closed or remains opened. If, however, additional environmental costs are incurred at gaining bases as the result of a transfer of functions or personnel, these costs should be identified, e.g., wetland mitigation, environmental impact statements at gaining bases, new permits, etc. Identify below any non-Military Construction environmental mitigation costs which will be incurred as a result of this closure/realignment action. (Note: Military Construction Costs for environmental mitigation are identified in Table 3-B). For each cost, identify the amount, year in which the cost will be incurred and a brief description of the cost.

Gaining Base: **NAS JACKSONVILLE**

	Cost	FY	Description
1.	$100	96	Environmental Assessment

d. Miscellaneous Recurring Costs. Identify any other recurring costs associated with the closure/realignment action at the gaining base which will not be calculated automatically by the COBRA algorithms (as noted in the Introduction section), e.g., new leases of facilities or equipment, etc. For each cost, identify the year in which the cost will begin and describe the nature of the cost. Only costs directly attributable to the closure/realignment action should be identified. (Do not include changes in non-payroll BOS, Family Housing Operations, housing allowances or CHAMPUS costs, all of which are calculated by other COBRA algorithms.). Do not double count any costs identified on Losing Base tables (Enclosure (2)).

Gaining Base: **NAS JACKSONVILLE**

	Annual Cost	FY	Description
1.	$1,200	96	Operation of OLF Whitehouse (to be retained out of BRAC 93 NAS Cecil Field closure)
2.	$1,200	96	Operation of Pinecastle Electric Warfare Range, Det Astor (to be retained out of BRAC 93 NAS Cecil Field closure)

e. Miscellaneous Recurring Savings. Identify any other recurring savings associated with the closure/realignment action which will not be calculated automatically by the model, e.g., elimination of leases of facilities or equipment, etc. For the savings, identify the year in which each will begin and describe the nature of the savings. Only savings directly attributable to the closure/realignment action should be identified. (Do not include changes in non-payroll BOS, Family Housing Operations, housing allowances, CHAMPUS costs or salary savings for eliminated positions/billets, all of which are calculated by other COBRA algorithms.). Do not double count any savings identified on Losing Base tables (Enclosure (2)).

Gaining Base: **NAS JACKSONVILLE**

Annual Savings	FY	Description

1. No miscellaneous recurring savings were identified.

f. Land Purchases. Identify any land purchases required at gaining bases to accommodate relocating activities/functions. Identify the cost, number of acres, year in which purchase will occur and a brief description identifying why the land needs to be purchased.

Gaining Base: **NAS JACKSONVILLE**

Cost	No. of Acres	FY	Description

1. No land purchases would be required with the move of the squadrons from NAS Brunswick. No noise or air space easements are required.

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BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ENCLOSURE (3) - GAINING BASE QUESTIONS

Summarize data shown in response to supporting data questions a. through f. above in the following table:

Table 3-A: Dynamic Base Information

Gaining Base Name: NAS JACKSONVILLE FL								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	$300						$300
b.	One-Time Unique Savings							
c.	Environ. Mitigation							
d.	Misc. Recurring Costs	$2400	$2400	$2400	$2400	$2400	$2400	14400
e.	Misc. Recurring Savings							
f.	Land Purchases							

R

* Includes both Community Infrastructure Impact and Other One-Time Unique Costs, as applicable.

Enclosure (3)

Summarize data shown in response to supporting data questions a. through f. above in the following table:

Table 3-A: Dynamic Base Information

Gaining Base Name: NAS JACKSONVILLE								
		1996	1997	1998	1999	2000	2001	Total
a.	One-Time Unique Costs *	$300	0	0	0	0	0	$300
b.	One-Time Unique Savings	0	0	0	0	0	0	0
c.	Environ. Mitigation	$100	0	0	0	0		$100
d.	Misc. Recurring Costs	$2,400	0	0	0	0	0	$2,400
e.	Misc. Recurring Savings	0	0	0	0	0	0	0
f.	Land Purchases	0	0	0	0	0	0	0

* Includes both Community Infrastructure Impact and Other One-Time Unique Costs, as applicable.

Table 3-B - Military Construction Requirements. Identify the amount of new construction or rehabilitation (using the designated unit of measure) which will be required at the receiving site. Include a brief description of the requirement in the Comment column.

- Do not include Family Housing construction requirements on this table, they will be identified on a separate data call format.

- The COBRA MILCON algorithm will estimate the cost of MILCON requirements for the standard categories of construction listed on the next page. However, if an engineered estimate(s) is already available, then a dollar value for the requirement(s) should be identified in the "Comment" column of the table.

- Any identified Environmental Mitigation MILCON projects must include a total cost and brief description of the requirement in the "Comment" column of the table.

- The "Other" row is provided to identify MILCON requirements which do not fit the standard construction categories, e.g., dry docks, SCIF conversions, aircraft wash racks, etc. Enter a total cost and brief description for each identified requirement. For these "unique" categories of construction, a square footage estimate should also be indicated, if possible.

For Rehabilitation Requirements: if entered as a "unit of measure" (e.g., SF, etc.), then corresponding costs will be calculated at 75% of the cost of new construction (worst-case cost estimate for rehabilitation costs). If the rehabilitation will involve renovation at an anticipated rate of less than 75%, then in addition to identifying the requirement (SF, etc.), enter in the Comment block either a rehabilitation cost or an appropriate percentage which should be used in lieu of the 75% rate.

Show any cost entries in ($000).

Description of "Units of Measure" used in Table 3-B:

SY - Square Yards
FB - Feet of Berthing
SF - Square Feet
BL - Barrels

Description of standard "Categories of Construction" used in Table 3-B (including examples of types of construction included in these categories):

Horizontal - Aprons/Paving (Aircraft Parking Aprons, Combat Aircraft Ordnance Loading Areas, etc.), shown in square yards.

Berthing - General Purpose Berthing Piers, shown in feet of berthing.

Air Maintenance - Maintenance Hangers (General Purpose, High Bay, etc.), shown in square feet.

Other Operations - General Purpose Operations Facilities (Aircraft, Ordnance, Amphibious, Headquarters, etc.), shown in square feet.

Administrative - Administrative space (General Purpose and ADP), shown in square feet.

Training - Training Facilities (Academic, Reserve, Applied Instruction, Recruit Processing, Operational Trainers, etc.), shown in square feet.

Maintenance - Non-Weapons facilities (Vehicles, Electronics, Public Works, etc.), shown in square feet.

Bachelor Quarters - Barracks, Dormitories or Unmarked Officer Quarters, shown in square feet.

Supply/Storage - Operational Storage, Cold Storage, General Warehouse, etc., shown in square feet.

Dining Facilities - Enlisted Mess Hall, shown in square feet.

Personnel Support - Fire, Police, Family Service Centers, MWR, Child Care, etc., shown in square feet.

Communications - Other Communications Facilities, (Communications Centers, Telephone Exchanges, Terminal Equipment, Radar Air Traffic Control Center, etc.), shown in square feet.

Ship Maintenance - Shore Intermediate Maintenance, Waterfront Services, Amphibian Vehicle Maintenance, etc., shown in square feet.

RDT&E - Other Research, Development, Test and Evaluation (RDT&E) facilities (Aircraft, Ship, Underwater, Electronics, etc.) (does not include Ammo/Propulsion Labs), shown in square feet.

POL Storage - Jet Engine Fuel Storage, shown in barrels.

Ammo Storage - General Purpose, High Explosive, Small Arms and Missile Magazines, shown in square feet.

Medical Facilities - Hospitals, Medical/Dental Clinics, etc., shown in square feet.

Table 3-B: MILCON Requirements

Gaining Base Name: NAS Jacksonville			
Category (Unit)	New Construction Requirement	Rehabilitation Requirement	Comment
Horizontal (SY)			
Berthing (FB)			
Air Maintenance (SF)			
Other Operations (SF)			
Administrative (SF)		1,700	1,000 SF computer room with raised floor and 700 SF ADP office.
Training (SF)			
Maintenance (SF)			
Bachelor Quarters (SF)	146,676		BEQ 146,676 GSF for 383 personnel
Supply/Storage (SF)			
Dining Facilities (SF)			
Personnel Support (SF)	1,400		PSD addition
Communications (SF)			
Ship Maintenance (SF)			
RDT&E (SF)			
POL Storage (BL)			
Ammo Storage (SF)			
Medical Facilities (SF)			
Environmental	$	$	
Other: - - -	 $ $ $	 $ $ $	

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

Activity: 60087 NAS BRUNSWICK

PART 1: MANPOWER DATA - HOST AND TENANTS. This data is provided to assist you in identifying military billets and civilian positions which will either be relocated or eliminated as a result of closure or realignment. Officer (OFF), Enlisted (ENL) and Civilian (CIV) numbers reflect end strength, not on-board counts. The "Planned Force Structure Reduction" column represents the difference between projected "Beginning of FY 1996" and projected "End of FY 2001" end strength. The source of this data is the BUPERS/NAVCOMPT/CMC data bases in support of the FY 1996/1997 OSD Submit. Review this list and make any necessary annotations, including the addition or deletion of lines of data to accurately reflect the host and tenant population. Note that Military Students (STU) must be shown as an Average On-Board (AOB) count. If a significant student population is located at the activity, then all students need to be identified in this table. Student data need only be provided for the "End of FY 2001" column of the table. If any numbers are changed, please provide a revised set of totals at the end of the listing.

			BEGIN FY 1996				PLANNED FORCE STRUCTURE CHANGES				END FY 2001			
UIC	NAME	MAJOR CLAIMANT	OFF	ENL	CIV	STU	OFF	ENL	CIV	STU	OFF	ENL	CIV	STU
N 60087	NAS BRUNSWICK	CINCLANTFLT	27	~~289~~ 250	289	0	0	~~20~~ 0	-20	0	27	~~289~~ 250	269	0
N 41775	BRDENCL BRUNSWICK	BUMED	3	8	0	0	0	0	0	0	3	8	0	0
N 32615	BRMEDCL BRUNSWICK	BUMED	~~10~~ 9	~~36~~ 37	0	0	0	0	0	0	~~10~~ 9	~~36~~ 37	0	0
M 67637	MCRC TOPSHAM, MAINE	COMMARCOR	0	0	0	0	0	0	0	0	0	0	0	0
N 44314	AIMD	CINCLANTFLT	8	~~235~~ 234	2	0	0	0	0	0	8	~~235~~ 234	2	0
N 47794	AIRCRAFT OPR DET	CINCLANTFLT	0	8	0	0	0	0	0	0	0	8	0	0
N 41275	COMNAVAIRLANT DET TSC MOCC	CINCLANTFLT	1	2	2	0	0	0	0	0	1	2	2	0
63981	COMNAVAVNACTS BRNSWK	CINCLANTFLT	~~3~~ 2	~~3~~ 4	0	0	0	0	0	0	~~3~~ 2	~~3~~ 4	0	0
N 68125	COUNSELING AND ASSISTANCE	CINCLANTFLT	1	4	0	0	0	0	0	0	1	4	0	0
N 53823	CPW-5 STAFF	CINCLANTFLT	~~14~~ 10	23	4	0	0	0	0	0	~~14~~ 10	23	4	0
N 35381	CPW-5 TSC	CINCLANTFLT	12	48	0	0	0	0	0	0	12	48	0	0
N 48673	FAMILY SERVICES	CINCLANTFLT	0	~~8~~ 6	0	0	0	0	0	0	0	~~8~~ 6	0	0
N 0348A	FASOTRAGRULANT	CINCLANTFLT	5	~~74~~ 70	0	0	0	0	0	0	5	~~74~~ 70	0	0
N 55619	FLEET MARITIME PATROL MOCC	CINCLANTFLT	2	10	0	0	0	0	0	0	2	10	0	0
N 39358	FLTIMAGCENLANT	CINCLANTFLT	0	~~4~~ 3	0	0	0	0	0	0	0	~~4~~ 3	0	0
N 68570	HRO GROTON	CINCLANTFLT	0	0	~~8~~ 10	0	0	0	0	0	0	0	~~8~~ 10	0
N 08867	NMCB-27	CINCLANTFLT	0	6	0	0	0	0	0	0	0	6	0	0
N 43343	PERSUPPDET	CINCLANTFLT	1	15	14	0	0	0	-1	0	1	15	13	0
N 47207	SECURITY DET	CINCLANTFLT	~~1~~ 0	~~59~~ 59	0	0	0	~~1~~ -59	0	0	~~1~~ 0	~~59~~ 0	0	0
N 09639	VP-10	CINCLANTFLT	~~56~~ 62	~~250~~ 294	0	0	0	0	0	0	~~56~~ 62	~~250~~ 294	0	0
N 09367	VP-11	CINCLANTFLT	~~57~~ 62	~~243~~ 294	0	0	0	0	0	0	~~57~~ 62	~~243~~ 294	0	0
N 09043	VP-23	CINCLANTFLT	~~57~~ 0	~~243~~ 0	0	0	0	0	0	0	~~57~~ 0	~~243~~ 0	0	0
N 09610	VP-26	CINCLANTFLT	~~57~~ 62	~~243~~ 294	0	0	0	0	0	0	~~57~~ 62	~~243~~ 294	0	0
N 09661	VP-8	CINCLANTFLT	0	0	0	0	0	0	0	0	0	0	0	0
N 53869	VPU-1, SPECIAL PROJECTS	CINCLANTFLT	26	~~183~~ 164	0	0	0	0	0	0	26	~~183~~ 164	0	0
N 68322	NETPMSA	CNET	0	0	2	0	0	0	0	0	0	0	2	0
N 45458	NAVLEGSVOFFDET	CNO	2	1	0	0	~~3~~ -2	0	0	0	~~2~~ 0	1	0	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

Activity: 60087 NAS BRUNSWICK

UIC	NAME	MAJOR CLAIMANT	BEGIN FY 1996 OFF	BEGIN FY 1996 ENL	BEGIN FY 1996 CIV	BEGIN FY 1996 STU	PLANNED FORCE STRUCTURE CHANGES OFF	PLANNED FORCE STRUCTURE CHANGES ENL	PLANNED FORCE STRUCTURE CHANGES CIV	PLANNED FORCE STRUCTURE CHANGES STU	END FY 2001 OFF	END FY 2001 ENL	END FY 2001 CIV	END FY 2001 STU
N 45316	I&I STF TOPSHAM ME	COMMARCOR	0	1	0	0	0	0	0	0	0	1	0	0
M 60087	MCSF CADRE NAS BRUNSWICK	COMMARCOR	0	2	0	0	0	0	0	0	0	2	0	0
M 60087	SERE SCOL NAS BRUNSWICK	COMMARCOR	1	4	0	0	0	0	0	0	1	4	0	0
N 30860	NAESU	COMNAVAIRSYSC	1	1	0	0	0	0	0	0	1	1	0	0
62849	NAESU	COMNAVAIRSYSC	0	0	17	0	0	0	0	0	0	0	17	0
63126	NAWC POINT MUGU	COMNAVAIRSYSC	0	0	1	0	0	0	0	0	0	0	1	0
62472	OICC/ROICC	COMNAVFAC	0	0	10	0	0	0	0	0	0	0	10	0
N 44214	ROICC	COMNAVFAC	~~1~~ 2	0	0	0	0	0	0	0	~~1~~ 2	0	0	0
N 66848	CPW-5 SPINTCOMM	COMNAVINTCOM	0	2	0	0	0	0	0	0	0	2	0	0
N 49918	NAVINTACT SSO VPU 1	COMNAVINTCOM	0	~~1~~ 0	0	0	0	0	0	0	0	~~1~~ 0	0	0
N 66458	NLMOF	COMNAVOCEANC	1	23	3	0	0	0	0	0	1	23	3	0
N 68735	NAS SWEY PATRON MAU BRNSWK	COMNAVRESFOR	~~1~~ 0	0	0	0	0	0	0	0	~~1~~ 0	0	0	0
N 45485	NAVSECGRUACT	COMNAVSECGRP	0	1	0	0	0	0	0	0	0	1	0	0
N 35293	NAVSECGRUDET	COMNAVSECGRP	1	11	0	0	0	0	0	0	1	11	0	0
N 39222	NAVY EXCHANGE	COMNAVSUPSYS	1	0	0	0	0	0	0	0	1	0	0	0
N 33242	NAV COMTELDET	COMNAVTELCOM	2	~~34~~ 46	9	0	0	~~1~~ -2	0	0	2	44	9	0
N 44525	NCIS	SECNAV	0	0	6	0	0	0	-3	0	0	0	3	0
		TOTALS:	~~350~~ 304	~~1,862~~ 1,925	~~350~~ 369	0	~~0~~ -2	~~-8~~ -61	-24	0	~~350~~ 302	~~1,944~~ 1,864	~~335~~ 345	0

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 4: MANPOWER DATA - NON-DEPARTMENT OF THE NAVY (DON) TENANTS. This is a list of non-DON tenant activities located at the installation. If any of these tenants need to be relocated as a result of the closure/realignment action, then identify the number of billets/positions to be relocated, the fiscal year in which the relocation will take place, and the name/location of the receiving site. Manpower numbers associated with these relocations must then be incorporated into the total "End FY 2001 Activity Population" and the "Relocated Billets/Positions" data in the data call response. Manpower numbers shown below reflect Data Call 1 estimates. Please ensure that accurate "End of FY 2001"

UIC	NAME	MAJOR CLAIMANT	OFF	ENL	CIV	Non-DOD	FY	RECEIVING BASE
D HS11BX	DIS	unknown	0	0	9	0	98	Disestablish
D SX1021	DRMO	unknown	0	0	6	0	98	Disestablish
D W14GRH	US ARMY RECRUITING BATT	unknown	6	24	17	0	98	Brunswick, ME
D W1U534	USAMEDDAC	unknown	1	5	1	0	98	Brunswick, ME
		TOTALS:	7	29	33	0		

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 3: MANPOWER DATA - SPECIAL USE AREAS. This is a list of "special use areas" assigned to the activity being considered for closure or realignment. Please review this list and determine which, if any, of these special use areas will also be closed as a result of this action. If so, note this fact in the "Closed?" column, and then identify the fiscal year in which the area will be closed. For any special use areas which will be closed, corresponding numbers of billets/positions must be incorporated both into the "End FY 2001 Activity Population" and also the "Eliminated and Relocated Billets/Positions" data in your data call response. Manpower estimates shown below reflect Data Call 1 estimates. Please ensure that accurate "End of FY 2001" data is used in your response; as well as ensuring that you do not double count any numbers already shown on Part 1 of this attachment.

UIC	NAME	MAJOR CLAIMANT	CITY	STATE	OFF	ENL	CIV	Non-DOD	CLOSED?	FY
N 44768	NAVY RESERVE RECUITER	CHNAVPER	TOPSHAM	ME	0	2	0	0	No	
N 63981	COMNAVAVNACTS TOPSHAM	CINCLANTFLT	TOPSHAM	ME	0 ~~16~~	0 ~~17~~	0 ~~2~~	0	YES	98
N 60087	EAST BRUNSWICK	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0	YES	98
N 60087	MCKEEN ST	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0	NO	
N 60087	PORTLAND CUMBERLAND	CINCLANTFLT	BRUNSWICK	ME	0	0	0	0	YES	98
N 0348A	REDINGTON TOWNSHIP (SERE)	CINCLANTFLT	RANGELEY	ME	0	0	0	0	Non-BRAC	96
N 60087	REDINGTON TOWNSHIP (SERE)	CINCLANTFLT	RANGELEY	ME	0	0	0	0	Non-BRAC	96
N 60087	SABINO HILL	CINCLANTFLT	PHIPPSBURG	ME	0	0	0	0	YES	98
N 60087	SMALL POINT	CINCLANTFLT	PHIPPSBURG	ME	0	0	0	0	YES	98
N 60087	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0	YES	98
N 60672	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0	YES	98
N 63981	TOPSHAM ANNEX	CINCLANTFLT	TOPSHAM	ME	0	0	0	0	YES	98
M 80251	4TH MARINE DIV ACTIVE	COMMARCOR	TOPSHAM	ME	1	8	0	0	No	
N 39047	COMRESPATWINGLANT DET	COMNAVRESFOR	TOPSHAM	ME	1	2	2	0	YES	98
N 48876	DECA(COMMISSARY) TOPSHAM	DECA	TOPSHAM	ME	0	4	36	0	YES	98
				TOTALS:	2 ~~18~~	16 ~~32~~	38 ~~40~~	0		

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 5: TOTAL FACILITY SQUARE FEET. This is the total Class 2 facility square feet, excluding family housing, MWR and utilities, as reported in the Naval Facilities Assets Data Base (NFADB). This figure is used in determining the number of square feet which will be "shut down" as a result of the closure action.

Total Facility Square Feet (in thousands): 1,524

PART 6: BASE OPERATING SUPPORT (BOS) COST DATA. This is the total BOS costs reported for the host and tenant activities in Data Call 66. Please review this data and ensure that it is consistent with FY 1996 OSD Submit budget data. If BOS cost data needs to be revised, specific revisions should be noted on a revised copy of the appropriate Data Call 66 table(s), which should then be returned with this data call response.

			***** O&M, etc. *****				***** DBOF *****				***** TOTAL *****			
UIC	NAME	MAJOR CLAIMANT	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY	RPMA NONPAY	RPMA PAY	OBOS NONPAY	OBOS PAY
68570	HRO GROTON	CINCLANTFLT	0	0	32	385	0	0	0	0	0	0	32	385
33242	NAV COMTELDET	COMNAVTELCOM	2	0	272	301	0	0	0	0	2	0	272	301
43343	PERSUPPDET	CINCLANTFLT	0	0	96	957	0	0	0	0	0	0	96	957
41775	BRDENCL BRUNSWICK	BUMED	10	0	34	0	0	0	0	0	10	0	34	0
60087	NAS BRUNSWICK	CINCLANTFLT	3353	2762	12081	19702	0	0	0	0	3353	2762	12081	19702
45458	NAVLEGSVOFFDET	CNO	0	0	0	0	0	0	0	0	0	0	0	0
32615	BRMEDCL BRUNSWICK	BUMED	49	0	167	536	0	0	0	0	49	0	167	536
67637	MCRC TOPSHAM,MAINE	COMMARCOR	2	0	70	0	0	0	0	0	2	0	70	0
		TOTALS:	3416	2762	12752	21881	0	0	0	0	3416	2762	12752	21881

BRAC-95 SCENARIO DEVELOPMENT DATA CALL
ATTACHMENT 1: BASE LOADING DATA

PART 7: CONTRACT WORKYEAR DATA. This is the total contract workyear data reported by the host and tenant activities in Data Call 66. Please review this data, especially the columns regarding contract workyears which will either be eliminated or transferred as a result of the closure/realignment action. Sum of workyears transferred + eliminated + remaining at activity must equal Total Contract Workyears. Annotate corrections as necessary.

UIC	NAME	MAJOR CLAIMANT	TOTAL CONTRACT WORKYEARS	NO. OF WORK-YEARS TO BE TRANSFERRED	NO. OF WORK-YEARS TO BE ELIMINATED	NO. OF WORK-YEARS REMAINING AT ACTIVITY
68570	HRO GROTON	CINCLANTFLT	0	0	0	0
33242	NAV COMTELDET	COMNAVTELCOM	0	0	0	0
43343	PERSUPPDET	CINCLANTFLT	0	0	0	0
41775	BRDENCL BRUNSWICK	BUMED	0	0	0	0
60087	NAS BRUNSWICK	CINCLANTFLT	44	26	18	0
45458	NAVLEGSVOFFDET	CNO	0	0	0	0
32615	BRMEDCL BRUNSWICK	BUMED	0	0	0	0
67637	MCRC TOPSHAM,MAINE	COMMARCOR	0	0	0	0
63126	NAWC POINT MUGU	COMNAVAIRSYSC	2	1	1	0
		TOTALS:	~~44~~ 46	~~26~~ 27	~~18~~ 19	0

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

SCENARIO 1-01-0001-004

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

NAME (Please type or print) _____ Signature _____

Title _____ Date 12/2/94

Scenario 1-01-0001-004 NAS Brunswick

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J.W. CRAINE, JR.
NAME (Please type or print)

J.W. Craine, Jr.
Signature

COMNAVSHORLANT
Title

12 NOV 1994
Date

RADM, USN
~~Activity~~

(*) **Scenario 1-01-0001-004 NAS Brunswick: NAS Brunswick is the only Active Duty Air Station in the Northeastern United States. As such, it's strategic value far outweighs the costs of operation, closure or realignment addressed in this closure scenario data call**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. J. FLANAGAN, JR.
NAME (Please type or print)

Signature

Admiral
Title

11.15.94
Date

Commander in Chief
U.S. Atlantic Fleet
Activity

(*) There are no active air bases north of Norfolk left in existence

ORIGINAL

Scenario Number 1-01-0001-004: NAS Brunswick

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

NAME (Please type or print)

Signature

Title

12/23/94

Date

Scenario Number 1-01-0001-004: NAS Brunswick

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. J. FLANAGAN, JR.
NAME (Please type or print)

Signature

07 DEC 1994

ADMIRAL
Title
COMMANDER IN CHIEF
U.S. ATLANTIC FLEET
Activity

Date

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	Naval Legal Service Branch Office Brunswick ME
UIC:	45458
Host Activity Name (if response is for a tenant activity):	Naval Air Station Brunswick ME
Host Activity UIC:	60087

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. **Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. **Table 1A – Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

DATA CALL 66
INSTALLATION RESOURCES

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Naval Legal Service Branch Office Brunswick ME		**UIC:** 45458	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify) Communications	0.1		0.1
2k. Sub-total 2a. through 2j:	0.1		0.1
3. Grand Total (sum of 1c. and 2k.):	0.1		0.1

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
O&M,N	0.1

c. Table 1B – Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

DATA CALL 66
INSTALLATION RESOURCES

Table 1B – Base Operating Support Costs (DBOF Overhead)			
Activity Name: Naval Legal Service Branch Office Brunswick ME		**UIC: 45458**	
Category	**FY 1996 Net Cost From UC/FUND–4 ($000)**		
	Non–Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)	0	0	0
1b. Real Property Maintenance (<$15K)0	0	0	0
1c. Minor Construction (Expensed)	0	0	0
1d. Minor Construction (Capital Budget)	0	0	0
1c. Sub–total 1a. through 1d.	0	0	0
2. Other Base Operating Support Costs:			
2a. Command Office	0	0	0
2b. ADP Support	0	0	0
2c. Equipment Maintenance	0	0	0
2d. Civilian Personnel Services	0	0	0
2e. Accounting/Finance	0	0	0
2f. Utilities	0	0	0
2g. Environmental Compliance	0	0	0
2h. Police and Fire	0	0	0
2i. Safety	0	0	0
2j. Supply and Storage Operations	0	0	0
2k. Major Range Test Facility Base Costs	0	0	0
2l. Other (Specify)	0	0	0
2m. Sub–total 2a. through 2l:	0	0	0
3. Depreciation	0	0	0

4. Grand Total (sum of 1c., 2m., and 3.) :	0	0	0

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: Naval Legal Service Branch Office Brunswick ME	**UIC:**45458
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	
Material and Supplies (including equipment):	0.7
Industrial Fund Purchases (other DBOF purchases):	0.1
Transportation:	
Other Purchases (Contract support, etc.):	
Total:	0.8

DATA CALL 66
INSTALLATION RESOURCES

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: Naval Legal Service Branch Office Brunswick ME	**UIC: 45458**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	0
Facilities Support:	0
Mission Support:	0
Procurement:	0
Other:*	0
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

DATA CALL 66
INSTALLATION RESOURCES

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):**

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

C. M. Legrand, RADM, JAGC
NAME (Please type or print)

Signature

Commander, NAVLEGSVCCOM
Title

18 July 94
Date

Naval Legal Service Command
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

Mr. Robert W. Thornett
NAME (Please type or print)

Signature

Director
Title

8/2/94
Date

Field Support Activity
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

Signature

ACTING
Title

22 AUG 1994
Date

1 R

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BRUNSWICK ME NAS**
Unit Identification Code (UIC):	**N60087**
Major Claimant:	**LANTFLT**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1998	147	MULTI-PURPOSE BUILDING	MCON	2,500
		Sub-Total - 1998		**2,500**
1999	124	FIRE PROTECTION IMPROVE	MCON	2,300
		Sub-Total - 1999		**2,300**
		Grand Total		**4,800**

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)* *(Page 27)*

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

12/7/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MICHAEL D. THORNTON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BRUNSWICK ME NAS**
Unit Identification Code (UIC):	**N60087** #1
Major Claimant:	**LANTFLT**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1998	147	MULTI-PURPOSE BUILDING	MCON	2,500
		Sub-Total - 1998		**2,500**
1999	124	FIRE PROTECTION IMPROVE	MCON	2,300
		Sub-Total - 1999		**2,300**
2000	171	BACH ENL QTRS MODERN	MCON	2,600
		Sub-Total - 2000		**2,600**
		Grand Total		**7,400**

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

7/18/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	Naval Air Station, Brunswick, ME
UIC:	N60087
Major Claimant:	Commander in Chief, U.S. Atlantic Fleet

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates. Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term "**activity**" is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the "**area defined in response to question 1.b., (page 3)**". Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,**
- **those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.**

Note 3: Responses to questions referring to "**civilians**" in this data call should reflect **federal civil service appropriated fund employees.**

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	$29,176

Source of Data (1.a. Salary Rate): FY 96 NAVCOMPT Budget

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Cumberland	ME	1,490	128	55.6	7	15
Sagadahoc	ME	744	128	30	10	20
Androscoggin	ME	223	67	10	18	32
Kennebec	ME	28	22	1.7	25	35
Lincoln	ME	34	16	1.7	20	25
Other	ME	7	23	1	35	45
		2,526	384			

= 100%

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

Cumberland and Sagadahoc

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.b. 1) & 2) Residence Data): HRO Groton, Brunswick Branch; PERSUPPDET Brunswick.

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
Portland, ME and environs	Cumberland	26

Source of Data (1.c. Metro Areas): NAS Brunswick Comptroller Department (Gazetteer)

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	0	0
20 - 24 Years	2	.5
25 - 34 Years	49	13.0
35 - 44 Years	113	29.0
45 - 54 Years	152	39.5
55 - 64 Years	64	17.0
65 or Older	4	1.0
TOTAL	384	100 %

Source of Data (1.d.) Age Data): HRO Groton, Brunswick Branch (DCPDS)

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's civil service workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	3	.8
9th through 11th Grade	17	4.4
12th Grade or High School Equivalency	[1]243	63.3
1-3 Years of College	54	14.1
4 Years of College (Bachelors Degree)	47	12.2
5 or More Years of College (Graduate Work)	20	5.2
TOTAL	384	100 %

[1] Terminal Occupational Program - 46

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2) Degrees Achieved. Complete the following table for the activity's civil service workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	
Associate Degree	17
Bachelor Degree	46
Masters Degree	19
Doctorate	1

Source of Data (1.e.1) and 2) Education Level Data): HRO Groton, Brunswick Branch

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by civil service employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	0	0
2. Construction (includes facility maintenance and repair)	15-17	15	3.9
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	0
3b. Aircraft (includes engines and missiles)	3721 et al	0	0
3c. Ships	3731	0	0
3d. Other Transportation (includes ground vehicles)	various	0	0
3e. Other Manufacturing not included in 3a. through 3d.	various	0	0
Sub-Total 3a. through 3e.	20-39	0	0
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40	0	0
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	50	13
4c. Water Transportation (includes organizational level maintenance)	44	0	0

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Industry	SIC Codes	No. of Civilians	% of Civilians
4d. Air Transportation (includes organizational level maintenance)	45	1	.3
4e. Other Transportation Services (includes organizational level maintenance)	47	8	2
4f. Communications	48	6	1.6
4g. Utilities	49	11	2.9
Sub-Total 4a. through 4g.	40-49	76	19.8
5. Services	70-89		
5a. Lodging Services	70	3	.8
5b. Personal Services (includes laundry and funeral services)	72	17	4.4
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	27	7
5d. Automotive Repair and Services	75	7	1.8
5e. Other Misc. Repair Services	76	36	9.4
5f. Motion Pictures	78	0	0
5g. Amusement and Recreation Services	79	5	1.3
5h. Health Services	80	17	4.4
5i. Legal Services	81	1	.3
5j. Educational Services	82	0	0
5k. Social Services	83	14	3.7
5l. Museums	84	0	0

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Industry	SIC Codes	No. of Civilians	% of Civilians
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	27	7
5n. Other Misc. Services	89	83	21.6
Sub-Total 5a. through 5n.:	70-89	237	61.7
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	0	0
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	46	12
6c. Public Finance	93	0	0
6d. Environmental Quality and Housing Programs	95	10	2.6
Sub-Total 6a. through 6d.	-----	56	14.6
TOTAL		384	100 %

Source of Data (1.f.) Classification By Industry Data): NAS Brunswick Comptroller Department, Labor Management Information System (LMIS)

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g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by civil service employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	64	16.7
2. Professional Specialty		
2a. Engineers	8	2.1
2b. Architects and Surveyors	0	0
2c. Computer, Mathematical & Operations Research	0	0
2d. Life Scientists	0	0
2e. Physical Scientists	0	0
2f. Lawyers and Judges	0	0
2g. Social Scientists & Urban Planners	0	0
2h. Social & Recreation Workers	10	2.6
2i. Religious Workers	0	0
2j. Teachers, Librarians & Counselors	3	.8
2k. Health Diagnosing Practitioners (Doctors)	2	.5

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	9	2.4
2m. Communications	4	1
2n. Visual Arts	0	0
Sub-Total 2a. through 2n.:	36	9.4
3. Technicians and Related Support		
3a. Health Technologists and Technicians	4	1.1
3b. Other Technologists	7	1.8
Sub-Total 3a. and 3b.:	11	2.9
4. Administrative Support & Clerical	111	28.9
5. Services		
5a. Protective Services (includes guards, firefighters, police)	44	11.5
5b. Food Preparation & Service	1	.3
5c. Dental/Medical Assistants/Aides	2	.5
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	17	4.4
Sub-Total 5a. through 5d.	64	16.7
6. Agricultural, Forestry & Fishing	0	0
7. Mechanics, Installers and Repairers	41	10.7
8. Construction Trades	27	7
9. Production Occupations	5	1.3
10. Transportation & Material Moving	23	5.9

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	2	.5
TOTAL	384	100 %

Source of Data (1.g.) Classification By Occupation Data): NAS Brunswick Comptroller Department, Labor Management Information System (LMIS)

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Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

1. **Executive, Administrative and Management.** Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.
2. **Professional Specialty.** Use sub-headings provided.
3. **Technicians and Related Support.** Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.
4. **Administrative Support & Clerical.** Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.
5. **Services.** Use sub-headings provided.
6. **Agricultural, Forestry & Fishing.** Self explanatory.
7. **Mechanics, Installers and Repairers.** Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.
8. **Construction Trades.** Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.
9. **Production Occupations.** Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.
10. **Transportation & Material Moving.** Bus drivers; material moving equipment operators; rail transportation occupations; truck drivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

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h. Employment of Military Spouses. Complete the following table to provide estimated information concerning military spouses who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	37% [935]
2. Percentage of Military Spouses Who Work Outside of the Home:	[1] 52% [486]
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	[2] 7% [34]
3b. Employed "On-Base" - Non-Appropriated Fund:	[2]
3c. Employed "Off-Base" - Federal Employment:	10% [49]
3d. Employed "Off-Base" - Other Than Federal Employment	83% [403]

[1] Does not include 23% of spouses who are also in the military.
[2] Included in 3.a. Could not be broken down further.

Source of Data (1.h.) Spouse Employment Data): An AIMD survey was conducted 29 June - 1 July 1994 to obtain percentages of military spouse employment, which were applied to the total military employees (NAS Brunswick and tenants) provided by PERSUPPDET in question 1.b.(1) [2,526].

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2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

a. Table A: Ability of the local community to meet the expanded needs of the base. (Brunswick only)

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	B	C
Schools - Public	B	B	B
Schools - Private	A	A	B
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/(No subways)	A	A	B
Public Transportation - Rail (N/A)	-	-	-
Fire Protection	A	A	A
Police	A	A	B
Health Care Facilities (Dental Clinic) Health Care Facilities (Medical Clinic)	A A	A A	A B
Utilities:			
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	B
Wastewater Treatment	A	B	B
Storm Water Collection	A	A	B
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A
Recreational Activities	A	A	A

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Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

The Town of Brunswick alone would not be able to meet the off-base housing needs resulting from a 100% increase without substantial investment (construction) in additional houses/apartments. Insufficient available, affordable units currently exist to meet this projected demand in the local community.

Source of Data (2.a. 1) & 2) - Local Community Table): NAS Brunswick Public Works Department (area realtors, local newspaper and Housing Referral Office listings, 1990 census), Security Department (Brunswick Police Chief), NASB Fire Department, and MWR Department; Medical Clinic; Dental Clinic.

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b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	A	A	A
Schools - Public	A	A	A
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	A
Public Transportation - Buses/Subways (N/A)	A	A	A
Public Transportation - Rail (N/A)	-	-	-
Fire Protection	A	A	A
Police	A	A	A
Health Care Facilities (Dental Clinic) Health Care Facilities (Medical Clinic)	A A	A A	A B
Utilities:			
Water Supply	A	A	A
Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	B
Wastewater Treatment	A	B	B
Storm Water Collection	A	A	B
Solid Waste Collection and Disposal	A	A	A
Hazardous/Toxic Waste Disposal	A	A	A

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Category	20% Increase	50% Increase	100% Increase
Recreation Facilities	A	A	A

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of "C" identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

N/A. **There are no "C" ratings in the preceding table.**

Source of Data (2.b. 1) & 2) - Regional Table): NAS Brunswick Public Works Department (area realtors, local newspaper and Housing Referral Office listings, 1990 census), Security Department (Brunswick Police Chief), NASB Fire Department, and MWR Department; Medical Clinic; Dental Clinic.

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3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: **7.0%**

Units for Sale: **1.9%**

Source of Data (3.a. Off-Base Housing): Area realtors, newspaper and Housing Referral Office listings, and 1990 census.

- A total of seven area property management firms were surveyed on 6/23/94 and 6/27/94. Based on information provided, the current rental vacancy rate is 7%.

- Vacancy rate in units for sale is 1.9%. This figure is from the 1990 census as provided by the University of Southern Maine.

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b. **Education.**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio		Does School District Serve Gov't Housing Units? *
		Element-ary	Middle	High	Current	Max. Capacity	Current	Max. Ratio	
36, 52	Androscoggin	36	5	8	17,303	[1]	13:1	25:1	No
6, 15, 17, 51, 55, 61, 62, 75	Cumberland	88	15	19	38,105	[1]	13:1	25:1	Yes
9, 11, 16, 36, 47, 49	Kennebec	51	9	9	19,260	[1]	13:1	25:1	No
40, 48	Lincoln	17	2	3	5,295	[1]	13:1	25:1	No
SAD 75, 47 Bath	Sagadahoc	15	3	4	6,317	[1]	13:1	25:1	Yes

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

[1] Information not available

Source of Data (3.b.1) Education Table): NAS Brunswick Navy Campus (Department of Education, Augusta, ME [School Year 1993-94])

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

No.

Source of Data (3.b.2) On-Base Schools): N/A

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3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees :

Androscoggin: **Bates, Mid-State, Central Maine Technical College, University of Southern Maine.**

Cumberland: **Andover, Bowdoin, Casco Bay, St. Joseph, Westbrook, University of Southern Maine, Maine School of Art, Husson, New Hampshire College, Southern Maine Technical College, Air Tech, Embry-Riddle, University of Maine at Augusta.**

Kennebec: **University of Maine at Augusta, Colby, Thomas**

Source of Data (3.b.3) Colleges): NAS Brunswick Navy Campus (ACCRO Guide 1993-94)

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

Androscoggin: **Central Maine Technical College - Architectural/Civil Engineer, Automotive, Bldg Construction, Nursing, Business Administration and Management, Culinary Arts, Electrical/Mechanical, Graphic Arts and Printing, Mechanical Drafting, Machine Tool, Occupational Safety, Sheet Metal Fabricating, Welding.**

Cumberland: **Southern Maine Technical College - Marine, ADP, Automotive, Bldg Construction, Medical, Culinary Arts, Electrical/Electronics, Customer Service, Law Enforcement, Environmental, Machinist.**
Air Tech - Aviation, Airframes and Power Plants (A&P).

Source of Data (3.b.4) Vo-tech Training): NAS Brunswick Navy Campus (School Catalogs)

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c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:	___	X
Rail:	___	X
Subway:	___	X
Ferry:	___	X

Source of Data (3.c.1) Transportation): NAS Brunswick Public Works Department

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Boston, MA - 142 miles

Source of Data (3.c.2) Transportation): NAS Brunswick BRAC-95, Data Call 38, Q.46

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

Portland Jetport, Portland, ME - 35 miles

Source of Data (3.c.3) Transportation): NAS Brunswick Public Works Department

4) How many carriers are available at this airport?

Seven (7) - Continental, Delta, Continental Express, United, USAir, Business Express, TW Express.

Source of Data (3.c.4) Transportation): NAS Brunswick Public Works Department

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5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

I-95 - 4.5 miles

Source of Data (3.c.5) Transportation): NAS Brunswick Comptroller Department (Brunswick Area Chamber of Commerce Area Map)

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

The road system approaches/exceeds peak capacity during afternoon rush hour (1530-1630). Initial/preliminary construction of a by-pass is underway. Scheduled completion September 1997.

b) Do access roads transit residential neighborhoods?

No.

c) Are there any easements that preclude expansion of the access road system?

No.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

Draw bridge in Bath, 15 miles away.

Source of Data (3.c.6) Transportation): NAS Brunswick Public Works Department

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d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

NAS Brunswick has a Mutual Aid agreement with the Town of Brunswick. The agreement provides for both parties to render assistance to one another in accordance with agreement procedures. All services performed under the agreement are rendered without reimbursement with noted exception.

NAS Brunswick provides for hazardous material response aboard the station. In addition, a hazardous material trailer and equipment is located at the Brunswick Fire Station for team response upon call up. NAS Brunswick also provides assistance to community with fires involving flammable liquids.

A Mutual Aid agreement is also in effect with 13 other local area fire departments (Sagadahoc County Fire Chief's Association) and provides for assistance in the event of a fire, hazardous materials incident or other emergency.

Source of Data (3.d. Fire/Hazmat): NAS Brunswick Fire Department and NAVOSH Office.

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

Concurrent

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

N/A. There is no more than one level of legislative jurisdiction for installation property.

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3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

Yes. Agreement with the Brunswick Police Department allows the NAS Brunswick Security Force to provide a presence in Navy Housing areas to promote good order and discipline.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

N/A. No agreements exist with more than one law enforcement entity.

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

N/A. Military law enforcement officials are not routinely augmented by officials of other federal agencies.

Source of Data (3.e. 1) - 5) - Police): NAS Brunswick Security Department

f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

- **An agreement with the Brunswick Water Department exists for supplying water.**
- **An agreement with the Brunswick Sewer District exists for sewage disposal. NAS Brunswick is charged for these services on a per-cubic-foot basis.**
- **Refuse disposal from the station is done via private contractor with disposal fees included as part of contract.**

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- **Contract exists with the Town of Brunswick for depositing trash at the local landfill on a per-ton basis.**

- **Power is provided from local public utility.**

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

No.

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

No.

Source of Data (3.f. 1) - 3) Utilities): NAS Brunswick Public Works Department

4. **Business Profile.** List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. Bath Iron Works	Shipbuilding	9,200
2. Naval Air Station, Brunswick	U.S. Naval Air Station	[1] 3,925
3. Maine Medical Center	Health Care	3,682
4. L. L. Bean	Retail/Mail Order	3,514
5. Hannaford Brothers	Grocery Chain	3,243

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Employer	Product/Service	No. of Employees
6. Unum Corporation	Insurance	3,180
7. S. D. Warren Co.	Paper Manufacturing	1,500
8. National Semi-Conductor	Electronics Manufacturing	1,400
9. NYNEX	Telephone	1,300
10. St. Mary's Hospital	Health Care	1,056

[1] This includes 791 appropriated and non appropriated fund civilian employees and 3,134 officer and enlisted military personnel.

Source of Data (4. Business Profile): NAS Brunswick Admin Department: Bath/ Brunswick Chamber of Commerce; NAS Brunswick is verified by manpower documents; Accounting Department, Hannaford Bros.

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5. **Other Socio-Economic Impacts.** For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of Major Employers:

In looking at the tri-county area defined by question 1.b. (which includes 96% of all installation employees), the major employers would be Bath Iron Works (BIW), NAS Brunswick (NASB), Maine Medical Center, and L. L. Bean. The Maine State Planning Office iterated in their long-term economic analysis that Maine is 4th in the nation in terms of their dependency on defense spending, with federal expenditure representing 7.6% of Maine's gross State Product. Loss of BIW would be most significant, causing the loss of 9,200 employees directly and another estimated 4,000 secondary employees as a result of the payroll loss on the local economy. If BIW was to shut down, the direct result would be a Bath-Brunswick-Topsham Labor Market Area unemployment rate of over 26%. In some neighboring towns like Bowdoinham, as much as one-third of the labor force could be out of work. The direct and indirect totals represent a loss of 13,200 jobs or nearly 40% of the local work force unemployed. The Bath-Brunswick-Topsham area has already qualified for and received Office of Economic Adjustment Assistance as a result of layoffs at BIW since the early 1990's (approximately 2,300 jobs). L. L. Bean's, with its approximately 3,500 employees, would make another significant negative impact if it went out of business or relocated (note: we do not have any source data on the impact of Bean's closure to the local economy, but we feel it would be similar to either BIW or NASB). The closure of NASB would cause a significant blow to the local economy, with the loss of 800 direct civilian employees, and the economic impact of military salary and goods and services contracts over $115 million. An estimated 1,624 secondary and tertiary jobs would also be lost for a total of 2,400 jobs, and would raise the local unemployment rate by 7.6%. In a worst-case defense cutback scenario, if both BIW and NASB closed, the local unemployment rate would rise to an estimated 48%.

Finally, almost all of the top ten area employers listed in question 4 have been forced to implement layoffs in the last two years. With only one of the top ten expanding, all others have decreased between 1-30%, with the average being a 15.7% reduction. The total number of layoffs of these

companies is 3,225 people, equal to the loss of the fifth largest employer in the area.

b. Introduction of New Businesses/Technologies:

We surveyed the chambers of commerce of the surrounding communities and the most significant introduction of new business within twenty miles of NASB was the addition of Walmart (250 employees). Additionally, the Maine Medical Center has expanded its health services and added another 282 employees in the last two years. With the exception of new, very small retail and service businesses, there are no new, major, technologies moving into the area.

c. Natural Disasters:

In the past five years, there have been no significant natural disasters in the tri-county area. Hurricane Bob (downgraded to a tropical storm by the time it reached the area) did knock out power to some local customers. In past years, hurricanes (or the winter version, the nor'easter) have inflicted some damage to the local community, but the amount is not considered significant when compared with other natural disasters occurring around the nation.

d. Overall Economic Trends:

In the past five years, the local economy has mirrored the national economy, except unemployment has risen above the national average. Since 1989, unemployment in the two-state (Maine-New Hampshire) region has increased to an extraordinary 9.2%, with manufacturing and construction sectors particularly hard hit. At best, local area unemployment seems to be leveling off, according to Maine Department of Labor statistics. Bright news for the area was the award of two more Aegis Destroyer contracts for BIW, and an expanding level of activity at L. L. Bean's Brunswick manufacturing facility. Bowdoin College continues to provide a stable employment influence on the local economy, consistently enrolling a student body of 1,400. Generally, the economy of Maine, as is the case nationally, has been undergoing a major restructuring, as companies downsize to become more productive. Companies such as L. L. Bean and National Semi-Conductor experienced this trend

earlier than some and are now on the upswing. Others, such as NYNEX, are expected to downsize during the rest of 1994 and 1995.

Source of Data (5. Other Socio/Econ): NAS Brunswick Admin Department: "A Defense Dependency Analysis for the Greater Bath, Brunswick and Topsham Area" dated August 1992. (Maine Department of Labor, POC Mr. Steve Adams, Acting Director, Economic Division, Maine State Planning Office, [207] 287-3261 fax #5756.) "State Planning Office releases Long Term Economic Analysis" by Laurie G. Lachance, Maine State Economist. Brunswick-Bath Chamber of Commerce, Wanda Plumer.

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

- **Personal Excellence Partnership (PEP) Program:**

  - **Beacon School Project. NAS Brunswick was asked to support an endeavor to obtain a grant from the National Science Foundation for a collaborative program that involves two school districts, School Administrative District (SAD) 75 and Brunswick School District. A total of five schools from the two districts were identified as the "Beacon Schools". The grant was a proposal to establish "new and innovative" ways to teach math and science to students in grades K-12. Our role was to offer inputs for the grant and facilities/personnel to the project if the grant request was successful.**

    The grant was received in 1993 for a sum of almost $1 million. NAS Brunswick assigned a liaison officer to the project and a partnership with the Beacon Schools was established. Since the partnership's beginning, we have provided classrooms to the Beacon School Committee for teacher and school administration seminars and workshops, participated in Beacon School Information Day (a seminar open to students and the public), provided classroom presentations/demonstrations at schools, provided tours of base facilities, and initiated a community collaborative program for environmental education called "Mainely Green."

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

A second grant proposal is being written at this time. The grant is to the National Science Foundation and will provide computer links with all Beacon Schools, the Naval Air Station, local businesses, colleges, and agencies. The system will provide the opportunity for students to communicate with professors, professionals, and other students while in the classroom. The potential for information acquisition and developing computer science skills is unlimited.

- Patrol Squadron 11 and Hawthorne Elementary School. A very successful partnership program that began in 1992. The first "formal" partnership formed and has become a catalyst for other partnerships.

- Patrol Squadron 23 and Woodside Elementary School. A partnership developed in 1993 and is going to dissolve at the end of this year due to the disestablishment of the command.

- Patrol Squadron 26 and Woodside Elementary School. A partnership in development. This partnership is being established to replace the dissolved partnership with the school and Patrol Squadron 23. Initial contact has been made with the principal, a school profile and needs assessment has been completed, and the command is in the process of completing a command profile for the school. Both partners are excited about the program and we are confident this will be a very successful partnership.

- Commander Patrol Wing Five, Medical, and Jordan Acres Elementary School. A partnership in development. The first partnership that will involve two separate activities working with the same school. The initial contacts have been made and some activities have already taken place.

- USS LaBoon, PRECOM Units, Supervisor of Ships and Bath Junior High School. A partnership in development. This is the first attempt to have the Precommissioning units and Supervisor of Ships activities to collaborate in a partnership with a Bath school. The activities are in the planning stage and a meeting with the school is forthcoming.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- Naval Air Station Brunswick and Brunswick Junior High School. A partnership in development. The initial contact was made on 14 April 1994 with the principal and guidance counselors. The response was very positive and a partnership is imminent. The first activity scheduled with the school was an all student "Safety Day" prior to summer vacation. Events scheduled at this time are presentations from Coastal Maine Power regarding power line safety and home electrical safety, the Brunswick Fire Department regarding home and camping fire safety, the Maine State Police will demonstrate the "Convincer" for seat belt awareness, the Navy Physiology Department regarding hiking safety and what to do when lost in the woods, and the Navy Medical Department regarding first aid training.

  A formal ceremony for the partnership will probably take place the first month after school starts. We plan to have some personnel present on the first day of school to assist new students to their classes.

- Patrol Squadron 10 and the Maine Special Olympics. An ongoing partnership that was established in 1992. This partnership has provided a volunteer staff of over 20 personnel who help plan the Winter Olympics and assist in the events. The command plans to increase the amount and types of assistance that they provide.

- Naval Air Station Brunswick and the Judge Baker Children's Center/Maine Department of Human Services. A mentorship program that provides assistance and guidance to teenagers leaving the foster care program. The first project associated with this program was a youth retreat aboard the Naval Air Station. The 3-day event provided training in leadership to 17 youth and 20 staff/mentor personnel. The training included communications skills, team building skills, program management skills, and community service indoctrination. The retreat was developed so that the students could return to their communities and obtain the support and assistance required to complete a community service project by 1 June 1994.

  The retreat was a huge success and plans are being made to continue with future retreats. The community service projects that the

youth have started are most impressive. One group is doing a two-day project with a homeless shelter that includes repair of a roof, replacing a wall that was damaged by water leaks, painting, and outside clean up. They have recruited volunteers, received donated materials and solicited and obtained professional assistance in the harder projects. The second group has decided to help an elderly woman build a wheelchair ramp at her home and repair a damaged stairway. The group has also recruited volunteers, solicited and obtained materials and professional assistance. The third group is working with the Nature Conservancy and will be building a trail system within an area being developed as a wildlife sanctuary.

It was our hope that the weekend would be educational, fun, demonstrate the importance of community service, provide the youth to "pay back" to the communities that support them, and finally to provide a success in their lives that they would not have otherwise received. The weekend met all of those goals and more.

- Naval Air Station Brunswick and the Nature Convervancy. A collaborative effort to obtain a grant from the Legacy Program. This grant will provide funds to find ways to protect threatened and endangered species of birds that nest aboard the Naval Air Station.

- Naval Air Station and Bath/Brunswick Big Brothers/Big Sisters. A partnership that provides mentors to children that are waiting to be matched with "Bigs." The waiting list is up to two years long for Big Brothers. There is a one year commitment for Bigs which eliminates some military members from participating. This program provides the opportunity for military men and women to mentor and provide friendships to youth in the community on an as-needed basis. This program also includes providing mentors to military children from single parent families and children who have a parent deployed. Activities have included picnics, craft fairs, Christmas party, attending campouts with Cub Scouts whose fathers are deployed, etc. This program has also resulted in providing over 15% of the full-time Big Brothers and Big Sisters to the agency. We look forward to expanding this program to include retired personnel as well. Other state Big Brother/Big Sister agencies are hoping to establish similar programs in their communities.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- Youth Health and Fitness Program

  - Naval Air Station and Brunswick High School. A summer camp for the Brunswick High School football team is planned for early summer. The camp will provide team building and physical fitness training to members of the team. Facilities at the Naval Air Station will be used. The program is staffed by volunteers from the Naval Air Station. This is a pilot project and still in the development stage. We hope to expand this camp idea into other sports and schools.

  - All Activities and Miscellaneous Programs. Personnel aboard the Air Station are involved in a myriad of sports and fitness programs. The Naval Air Station sponsors a youth baseball league. Several members from all commands volunteer as coaches, assistants, and team managers. Health and fitness are an integral part of every Personal Excellence Program partnership.

- Environmental Conservation Program (ECP)

  - Naval Air Station and Beacon Schools Program. The "Mainely Green Program" is a collaborative effort initiated by the Naval Air Station. It combines the PEP and ECP programs into a complete environmental awareness, education, and action program.

- Sharing Thanksgiving Program

  - A Community Services Committee was formed in January, 1994. The Committee includes members from every tenant activity assigned to the Naval Air Station Brunswick. The purpose of this committee is the bring together all the resources of the base to help solve community needs problems. Some activities already ongoing are:

    1. Respite Center Volunteers.
    2. Quarterly Food Drive for St. Paul Episcopal Church Soup Kitchen.
    3. Restoration/Repair Projects for Shoreline Mental Health Home, Historical Sites, School Playgrounds, Bath Children's Home, etc.
    4. Blood Drives, Bone Marrow Drives.
    5. Fund raising events for several charities and nonprofit organizations.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

The Naval Air Station is presently developing partnerships with Coastal Economic Development and United Way of Mid Coast Maine in order to bring community needs and military resources together.

- The Brunswick NAS Family Service Center routinely provides the following programs and support to area schools in Brunswick, Topsham, and Bath:
  - Suicide Awareness and Prevention Training for counselors, teachers, and administrators.
  - Training and counseling in dealing with the aftermath of a suicide.
  - Educator training on the effects of family separation on children.
  - Pre-deployment puppet show for all area elementary students (not just military), addressing all kinds of family separation.
  - HIV/AIDS Awareness Training.
  - Family Advocacy Training.
- During Desert Shield/Storm, Family Service Center personnel provided training to school counselors and teachers throughout the state in dealing with children's and teenagers' issues/fears.
- The Family Service Center participates in community projects and holds membership in the following:
  - Bath/Brunswick Child and Family Resource Coalition.
  - Bath/Brunswick Child Abuse Council.
  - Martin Luther King Celebration.
  - Maine School Administrative Division No. 75 Community Service Providers Committee.
  - Mid-Coast Sexual Assault Committee.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- Board of Directors of United Way of Mid-Coast Maine.

- Family Service Center provides counseling supervision for Big Brothers/Big Sisters of Mid-Coast Maine and volunteer training for the United Way First Call community information/referral service.

- Children's Dental Health Week each year sponsored by the dental clinic. This includes presentations on oral health to local schools and screening exams.

- Dental Officer lectures to local dental society.

- Dental Clinic staff involvement in Boy Scouts and Special Olympics.

- The cost of locally procured medical care for active duty personnel assigned to NAS Brunswick and its tenants, as well as their dependents, totals approximately $8.6 million annually. These dollars come from four sources, as follows:

  - Supplemental Care: Funds expended by Naval Medical Clinic, Portsmouth, NH, for locally procured medical care for active duty personnel: $433,100

  - Office of Medical Affairs: Funds expended by OMA, Great Lakes, for locally procured emergency medical care for active duty personnel: $430,000

  - CHAMPUS: For active duty dependent medical care: $650,000

  - Martin's Point Family Health Plan: Capitation for approximately 5,100 enrolled activity duty dependents: $7,140,000

- The NAS Brunswick provides the following support:

  - Local and state law enforcement agencies within a 50 mile radius of Brunswick are provided with military working dog teams, classrooms for police and chiefs of police training, use of pistol range for qualifications, areas and facilities (vacant buildings, etc.) for SWAT training, and instructors and training area for emergency vehicle operator courses.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- Provides military working dog teams and conducts building search training for bomb/suspicious packages for Bowdoin College.

- Two police bicycles, purchased with NAVFAC Neighborhood Excellence Program funds, are currently on loan to local police department. Bicycles are used in conjunction with Navy patrols in Navy Housing as part of community policing program.

- The installation has hosted the State of Maine Boy Scout Jamboree. The event was hosted in 1991 with 25,000 in attendance and again in May 1994 with attendance near 35,000. The Air Station provided space for all camping and activities. We also provided numerous demonstrations and activities during the Jamboree. Additionally, Recreation Rental provided numerous tents and trailers to be used during the event.

- The Child Development Services Center provides a wide variety of child-related services to the community including special child needs training, emergency child care services, and emergency respite care. These services are provided to Resource Development Center, Brunswick; Brunswick School Department; State of Maine, Department of Human Services, Augusta; and Independence Association, Brunswick. The Center also provides prescribed therapy to children who are in both the Spurwink Network and the Child Development Center (CDC).

- Orion's conference facility provides meeting space for a large number of agencies and organizations within the community. These include:
  - American Red Cross
  - Kidney Foundation of Maine
  - Economic Community Council Task Force
  - Bath/Brunswick Chamber of Commerce
  - Brunswick Navy League
  - American Association of Retired Persons (AARP)
  - Military Order of World Wars
  - Labor Group on Health
  - BIW/NASB Total Quality Forum

- MWR Recreation Rental has provided equipment for use by the Maine State Fire Marshals, Augusta, and the American Cancer Society.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

- **The NEX/MWR team provides their full range of services to all active duty and family members for all USN ships in Bath and Portland, Maine; military retirees in Maine, New Hampshire, and Vermont; and the Naval Reserve Centers, Augusta and Portland.**

- **The NAS Fire Department rapidly responds to vehicle accidents involving extrication. They are also actively involved with the community Fire Prevention Week activities and provide regular fire safety classes in the local schools.**

Source of Data (6. Other):
NAS Brunswick Medical Clinic (Supplemental care data from STARS-FL NAVMED Clinic, Portsmouth, NH Comptroller - FY93)
NAS Brunswick Dental Clinic
NAS Brunswick Security Department, MWR Department, Family Services Center, AIMD, and Fire Department.

NAVAL AIR STATION BRUNSWICK UIC N60087
DATA CALL SIXTY-FIVE

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine Jr
Signature

Captain
Title

8/11/94
Date

Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. W. GEHMAN, JR.
NAME (Please type or print)

H. W. Gehman Jr
Signature

Rear Admiral , Acting
Title

15 AUG 1994
Date

Commander in Chief
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

J B Greene Jr.
Signature

ACTING
Title

22 AUG 1994
Date

Data Call 65 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

26 JUL 94
Date

NAS Brunswick, ME
Activity

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	**NAS Brunswick ME**
Unit Identification Code (UIC):	**60087**
Major Claimant:	**CINCLANTFLT**

Percentage of Military Families Living On-Base:	**34%**
Number of Vacant Officer Housing Units:	**0**
Number of Vacant Enlisted Housing Units:	**0**
FY 1996 Family Housing Budget ($000):	**433.7**
Total Number of Officer Housing Units:	**12**
Total Number of Enlisted Housing Units:	**58**

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/20/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

NAME (Please type or print)

Signature

Title

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

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I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

W.A. Waters, CAPT, CEC, USN
NAME (Please type of print)

Commanding Officer
Title

NORTHNAVFACENGCOM
Activity

Signature

7/7/94
Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

Sandra B. Culbertson
NAME (Please type or print)

Sandra B. Culbertson
Signature

Housing Management Specialist
Title

7/6/94
Date

Division

Housing/Real Estate
Department

NORTHNAVFACENGCOM
Activity

Enclosure (1)

DATA CALL 66 UIC: 68570
INSTALLATION RESOURCES

Activity Information:

Activity Name:	HRO Groton (Maine Ops), Satellite Office
UIC:	68570
Host Activity Name (if response is for a tenant activity):	NAS, Brunswick
Host Activity UIC:	60087

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. **Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. **Table 1A - Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: HRO Groton (Maine Ops)		**UIC:** 68570	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.	0	0	0
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	32	385	417
2j. Other (CivPer Services)	0	0	0
2k. Sub-total 2a. through 2j:	32	385	417
3. Grand Total (sum of 1c. and 2k.):	32	385	417

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation: N/A

Appropriation	Amount ($000)
NA; all O&MN appropriation	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

DATA CALL 66 UIC: 68570
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NA; Not a DBOF Activity		**UIC:** 68570	
Category	**FY 1996 Net Cost From UC/FUND-4 ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: HRO Groton (Maine Ops)	**UIC:** 68570
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	8
Material and Supplies (including equipment):	8
Industrial Fund Purchases (other DBOF purchases):	0
Transportation:	0
Other Purchases (Contract support, etc.):	16
Total:	32

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: HRO Groton (Maine Ops)	**UIC:** 68570
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

NA; no contract workyears

2) Estimated number of workyears which would be eliminated:

NA; no contract workyears

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

NA; no contract workyears

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**: No.

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

HRO GROTON UIC N68570
DATA CALL SIXTY-SIX

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR. _____ H.W. Gehman Jr _____
NAME (Please type or print) Signature

Acting _____ 15 AUG 1994
Title Commander in Chief Date
U.S. Atlantic Fleet
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER _____ W A Earner _____
NAME (Please type or print) Signature

_____ 8/30/94 _____
Title Date

BRAC-95 CERTIFICATION

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ROBERTA W. MARTIN
Name

Roberta W. Martin
Signature

Director
Title

7/1/94
Date

Code 00

HRO GROTON
Activity

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	NAS BRUNSWICK
UIC:	60087
Host Activity Name (if response is for a tenant activity):	NA; Host Activity
Host Activity UIC:	NA; Host Activity

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

DATA CALL 66
INSTALLATION RESOURCES

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NAS BRUNSWICK		**UIC: 60087**	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	3333	2762	6095
1b. Minor Construction	20	0	20
1c. Sub-total 1a. and 1b.	3353	2762	6115
2. Other Base Operating Support Costs:			
2a. Utilities	3266	380	3646
2b. Transportation	353	539	892
2c. Environmental	2915	451	3366
2d. Facility Leases	81	0	81
2e. Morale, Welfare & Recreation	168	715	883
2f. Bachelor Quarters	2917	366	3283
2g. Child Care Centers	155	453	608
2h. Family Service Centers	57	492	549
2i. Administration	564	2684	3248
2j. Other (Specify)[1]	1605	13622	15227
2k. Sub-total 2a. through 2j:	12081	19702	31783
3. Grand Total (sum of 1c. and 2k.):	15434	22464	37898

DATA CALL 66
INSTALLATION RESOURCES

[1] Other includes the following: Security, Weapons, Supply, Galley, Air Operations, Fire, Chapel, CAAC, Public Works, Communications, Data Processing, Navy Exchange.

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
O&MN	25639
MPN	12259

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

DATA CALL 66
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: N/A; Not a DBOF activity.		**UIC:** 60087	
Category	**FY 1996 Net Cost From UC/FUND-4 ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			

DATA CALL 66
INSTALLATION RESOURCES

Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
4. Grand Total (sum of 1c., 2m., and 3.) :			

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data	
Activity Name: NAS BRUNSWICK	**UIC:** 60087
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	154
Material and Supplies (including equipment):	4322
Industrial Fund Purchases (other DBOF purchases):	0
Transportation:	0
Other Purchases (Contract support, etc.):	10958
Total:	15434

DATA CALL 66
INSTALLATION RESOURCES

3. Contractor Workyears.

a. On-Base Contract Workyear Table. Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NAS BRUNSWICK	**UIC:** 60087
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	5
Facilities Support:	10
Mission Support:	12
Procurement:	0
Other:*	17
Total Workyears:	44

*** Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category. Other consists of Personnel support contracts, which include: Messmen - 15 workyears; Local household goods moves (packing, crating and transportation) - 2 workyears.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

26

2) Estimated number of workyears which would be eliminated:

18

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

None

DATA CALL 66
INSTALLATION RESOURCES

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**:

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
2	Laundry cleaning service.

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
None	

Data Call 66 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. H. TETREV, CDR, USN
NAME (Please type or print)

R. H. Tet
Signature

Acting Commanding Officer
Title

8 Jul 94
Date

NAS Brunswick, Maine
Activity

NAVAL AIR STATION BRUNSWICK UIC N60087
DATA CALL SIXTY-SIX

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine Jr
Signature

Captain
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

8/11/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. W. GEHMAN, JR.
NAME (Please type or print)

H. W. Gehman, Jr.
Signature

Rear Admiral , Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

J B Greene Jr.
Signature

ACTING
Title

22 AUG 1994
Date

Maine asks Navy to keep base open

PORTLAND, Maine – The state's congressional delegation has made the case for keeping Brunswick Naval Air Station open during a meeting with high-ranking Navy officers. The delegation stressed the strategic importance of the base and the mission of its P-3 Orion submarine aircraft on Thursday. The members noted that Brunswick is one of only two P-3 Orion bases on the East Coast, the only active duty station in the Northeast and the only operational military airfield in New England. (AP)

BG 3 DEC 94

2 Navy facilities safe, senator says

Sen. William Cohen of Maine said yesterday that he believes the Portsmouth Naval Shipyard and the Brunswick Naval Air Station will not appear on the Navy's list of bases recommended for closure. After a series of meetings with high-ranking Navy officials, the senator released a statement saying, "My instincts tell me that the Navy will look favorably on the importance of both installations and will not recommend that they be closed." Cohen is a member of the Armed Services Committee and the incoming chairman of the subcommittee with jurisdiction over the Navy. (AP)

BG 14 DEC 94

Doyle

Boston Globe 3 DEC 1994.

By the way the Thursday date in this article happens to be Dec 1st 1994. The same day of the Dec 1st BSEC Deliberation where NAS South Weymouth appears for closure for the 1st time.

Navy not expected to target Maine, N.H. bases

WASHINGTON (AP) — After a series of meetings with high-ranking Navy officials, Sen. William Cohen said Friday that he believes the Portsmouth (N.H.) Naval Shipyard and Brunswick (Maine) Naval Air Station will escape the Navy's list of recommended base closings.

"My instincts tell me that the Navy will look favorably on the importance of both installations and will not recommend that they be closed," said Cohen, R-Maine.

Cohen is a member of the Armed Services Committee and the incoming chairman of the subcommittee with jurisdiction over the Navy.

The Navy's recommendations represent just one step in the base closing process. Navy Secretary John Dalton is scheduled to make his base closing recommendations to Secretary of Defense William Perry by Feb. 15.

Perry must then forward his recommendations to the federal base closing commission by March 1. The commission has until June 30 to decide what cuts it will recommend to the president and Congress.

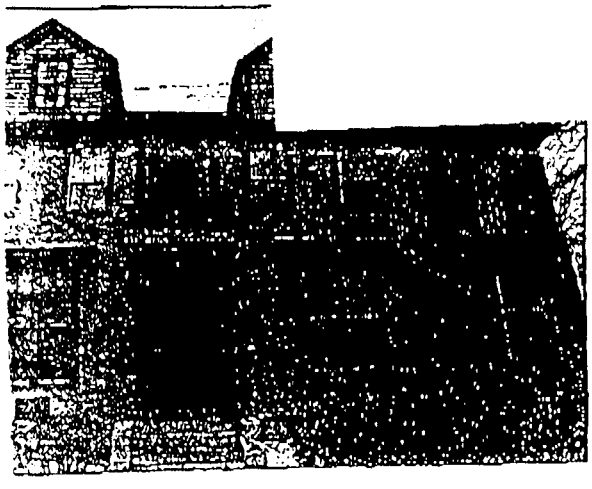
PC 14 JAN 95

Brunswick, Maine (Article 1) Tuesday, February 28, 1995 • 50 cents

TERRY TAYLOR / THE TIMES RECORD

ation, which paid $1,500 of a $10,000 study on how
ouse at the corner of Maine and Potter streets in

andı



BNAS escapes closure list, is slated to grow

Mass. reserve squadrons may relocate here

Defense chief announces base closure, realignment proposal. **Page 12.**

BY DANIEL HARTILL
Times Record Staff

BRUNSWICK — The same list that officials at Brunswick Naval Air Station have dreaded for months brought good news today. Not only was BNAS not named among the bases recommended for closure, the base is slated to grow.

The Secretary of Defense recommended that BNAS be given a reserve squadron of P-3 Orions — now stationed at South Weymouth Naval Air Station, a casualty on today's list.

Also recommended to be moved to BNAS is a transport unit of four C-130 aircraft. And Brunswick was mentioned as one of a number of possible sites to house a marine helicopter unit from that base.

Marine Helo Squadron?

Numbers of people involved in the move are uncertain, but the Massachusetts base is home to 800 full-time Navy and civilian personnel and more than 4,000 reservists. The P-3 squadron alone has 10 aircraft, 100 active personnel and 325 reservists.

Capt. David Nelson, the base's commander, said today the increase can be absorbed at the base without any new construction. There is both hangar space and room in the barracks to handle hundreds of new people, he said.

"I have been urging this for two years," Sen. William Cohen, R-Maine, said this morning. BNAS has the capacity, and the increase goes along with the base's mission, said Cohen.

News of the recommended increase overshadowed the official word that BNAS is not on the closure list.

The Pentagon list virtually assures the continued operation of the base for at least a few more years, Cohen said this morning.

> *'It was location, location, location'*
>
> **Sen. William Cohen**
> *R-Maine*

"Delighted" by the news, Cohen said that it is unlikely that BNAS will be added by the closure commission before it submits its recommendations to the president in June. This round of base closures is the last of four scheduled closures, begun in 1989.

Also spared from today's list was Portsmouth Naval Shipyard in Kittery. Neither was Jacksonville Naval Air Station in Florida on the list. JNAS was seen by some as a potential competitor to BNAS, because they are the only P-3 bases on the East Coast.

Robert Shepherd, leader of the community fight to keep BNAS open, said that he was "elated" by

Please see **BNAS**, *Page 12*

Bath-Brunswick people head to Camden to woo

Document Separator

NAS BRUNSWICK

ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED
ALL NAVY/MARINE CORPS HOST ACTIVITIES

20 APRIL 1994

NAS BRUNSWICK UIC: 60087

BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities

INDEX

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ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); *and water* (navigation channels and waters along a base shoreline) *under the control of the Navy.*

Revised pg

Data Call 33

NAS BRUNSWICK UIC: 60087

Provide a list of the tenant activities with UICs that are covered in this response. R

Tenant Command Name	UIC
FASOTRAGRULANT	0348A
NMCB-27 (Reserves)	08867
NAESU	30860
NAVMEDCLINIC	32615
NAVCOMTELDET	33242
NAVSECGRUDET	35293
CPW-5 TSC	35381
NAVY EXCHANGE	39222
FLTIMAGCENLANT	39358
NAVDENCLINIC	41775
ROICC	44214
PERSUPPDET	43343 R
NCIS	44525
NAVLEGSVOFFDET	45458
NAVSECGRUACT	45485
CPW-5 STAFF	53823
FLEET MARITIME PATROL MOCC	55619
NETPMSA	68322
NLMOF	66458
CPW-5 SPINTCOMM	66848
HRO GROTON (BRUNSWICK BR)	68570
DIS	HS11BX
DRMO	SX1021
VP-23	09043
VP-11	09367
VP-26	09610
VP-10	09639
VP-8	09661
VPU-1 SPECIAL PROJECTS	53869
COMRESPATWINGLANTDET, Topsham Annex	39047
NAVY RESERVE RECRUITER, Topsham Annex	44768
DECA (COMMISSARY), Topsham Annex	48876
COMNAVAVNACTS, Topsham Annex	63981
4TH MARINE DIV ACTIVE (RESERVES), Topsham Annex	80251
USAMEDDAC (VET), Topsham Annex	W1U534
US ARMY RECRUITING BATTALION, Topsham Annex	W14GRH

NAS BRUNSWICK UIC: 60087

Provide a list of the tenant activities with UICs that are covered in this response.

Tenant Command Name	UIC
FASOTRAGRULANT	0348A
NMCB-27 (Reserves)	08867
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FLTIMAGCENLANT	39358
NAVDENCLINIC	41775
ROICC	44214
PERSUPPDET	44343
NCIS	44525
NAVLEGSVOFFDET	45458
NAVSECGRUACT	45485
CPW-5 STAFF	53823
FLEET MARITIME PATROL MOCC	55619
NETPMSA	68322
NLMOF	66458
CPW-5 SPINTCOMM	66848
HRO GROTON (BRUNSWICK BR)	68570
DIS	HS11BX
DRMO	SX1021
VP-23	09043
VP-11	09367
VP-26	09610
VP-10	09639
VP-8	09661
VPU-1 SPECIAL PROJECTS	53869
COMRESPATWINGLANTDET, Topsham Annex	39047
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USAMEDDAC (VET), Topsham Annex	W1U534
US ARMY RECRUITING BATTALION, Topsham Annex	W14GRH

NAS BRUNSWICK UIC: 60087

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

SPECIES (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: Haliaeetus leucocephalus - bald eagle	*threatened*	*Federal*	*25*	*0*
AMMODRAMUS SAVANNARUM - GRASSHOPPER SPARROW	ENDANGER ED	STATE	103	

Source Citation: ENDANGERED SPECIES REVIEW PROGRAM, NAS BRUNSWICK, AUGUST 1988

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	NO
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	NO

1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

MAP ATTACHED

1d.

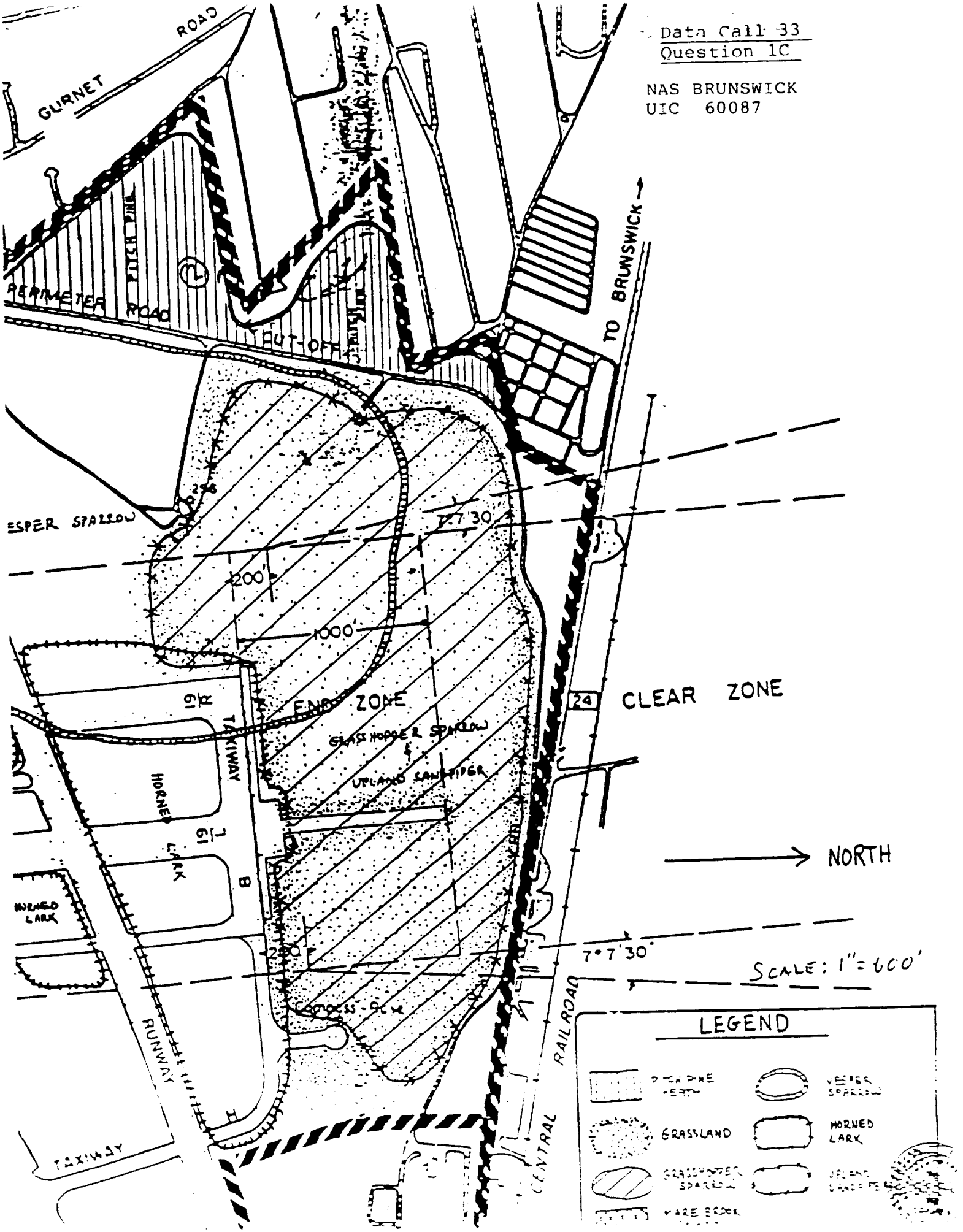
Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	NO

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

Data Call 33
Question 1C

NAS BRUNSWICK
UIC 60087



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2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	NO
When was the survey conducted or when will it be conducted? **N/A**	[1]
What percent of the base has been surveyed?	[1] 0%
What is the total acreage of jurisdictional wetlands present on your base?	325[2] 610[3]

[1]There has been no wetlands survey conducted in accordance with estableished standards. Wetlands have been mapped by aerial methods by the town of Brunswick and the State of Maine. R
Project specific wetlands mapping has been done for portions of the base.
[2]NAS Brunswick
[3]SERE School

Source Citation: Estimate by NAS Brunswick from the town of Brunswick and the state of Maine aerial wetland maps.

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map. **Map currently not available, waiting for CHESDIV to forward.**

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland?_NO_If YES, summarize the results of such modifications or constraints.

2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?[1]	NO
When was the survey conducted or when will it be conducted?____/____/____	[1]
What percent of the base has been surveyed?	[1]
What is the total acreage of jurisdictional wetlands present on your base?	325[2] 610[3]

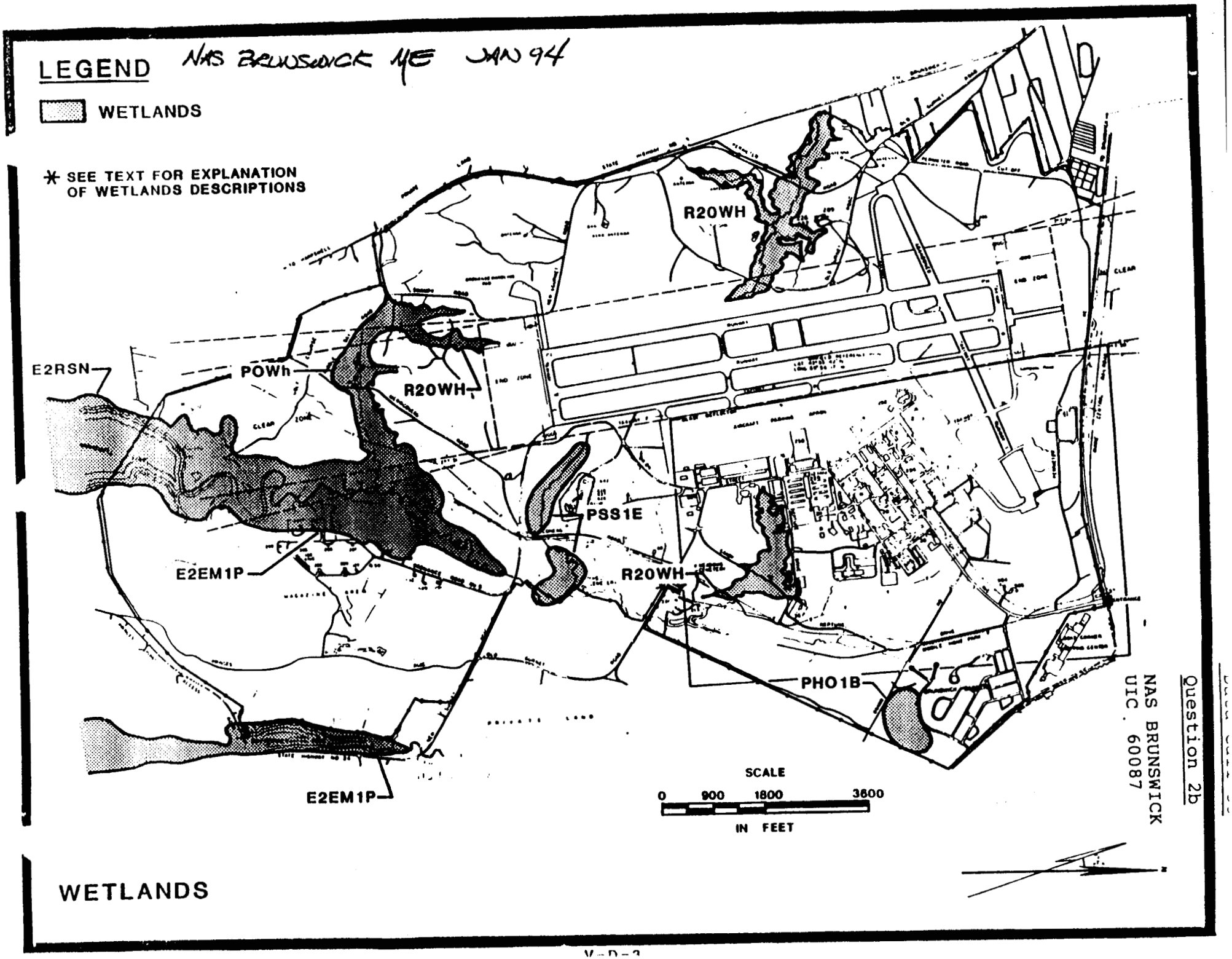
[1]Wetlands have been mapped by aerial methods by the town of Brunswick and the State of Maine. Project specific wetlands mapping has been done for portions of the base.
[2]NAS Brunswick
[3]SERE School

Source Citation: Estimate by NAS Brunswick from the town of Brunswick and the state of Maine aerial wetland maps.

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

Maps enclosed.

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? No. If YES, summarize the results of such modifications or constraints.


LEGEND
NAS BRUNSWICK ME JAN 94
WETLANDS
* SEE TEXT FOR EXPLANATION OF WETLANDS DESCRIPTIONS
R20WH
E2RSN
POWh
R20WH
PSS1E
E2EM1P
R20WH
PHO1B
E2EM1P
SCALE
0 900 1800 3600
IN FEET
NAS BRUNSWICK
UIC . 60087
Question 2b
WETLANDS

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	NO[1]

[1]The historical and cultural resources survey is to be accomplished by contract managed by NORTHNAVFACENGCOM and the projected completion date is in the fall of 1995. R

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	NO[1]

[1]Due to be completed in fall of 1994

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	NO

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill? . . . . . NO					
ID/Location of Landfill	**Permitted Capacity (CYD)**		**Maximum Capacity (CYD)**	**Contents[1]**	**Permit Status**
	TOTAL	**Remaining**			

[1] Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

N/A

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

N/A

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4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	**Permitted Capacity**	**Ave Daily Throughput**	**Maximum Capacity**	**Permit Status**	**Comments**
INCINERATOR	500LB/ MONTH	10.LB[1]	85LBS/HR	[2]	[3]

List any permit violations and projects to correct deficiencies or improve the facility.

[1]Calculated from CY 1993 records.
[2]Renewal of air license applied for, awaiting license.
[3]Permitted for overseas agricultural garbage only.

4d.

Does your base own/operate a Domestic Wastewater Treatment 'Plant (WWTP) ?					NO
ID/Location of WWTP	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**	**Level of Treatment/Year Built**

List permit violations and discuss any projects to correct deficiencies.

N/A

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations. R

Contract with sewer authority does not prescribe volume limit or pollutant limits. Sewer authority currently developing industrial discharge permits. Average Discharge Rate: 0.41 mgd R

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	**Permitted Capacity**	**Ave Daily Throughput**	**Maximum Capacity**	**Permit Status**	**Comments**
INCINERATOR	500LB/ MONTH	10.LB[1]	85LBS/HR	[2]	[3]

List any permit violations and projects to correct deficiencies or improve the facility.

[1]Calculated from CY 1993 records.
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[3]Permitted for overseas agricultural garbage only.

4d.

Does your base own/operate a Domestic Wastewater Treatment 'Plant (WWTP) ?					NO
ID/Location of WWTP	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**	**Level of Treatment/Year Built**

List permit violations and discuss any projects to correct deficiencies.

N/A

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

Contract with sewer authority does not prescribe volume limit or pollutant limits. Sewer authority currently developing industrial discharge permits. Average Discharge Rate: 0.35 mgd

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES[1]
ID/Location of IWTP	**Type of Treatment**	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**
Ground Water Treatment Plant[1]	Physical/ Chemical	140gpm	140gpm	140gpm	Local permit pending final approval

List any permit violations and projects to correct deficiencies or improve the facility.

[1]Pump and treatment system being constructed under DERA program.

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system. NO

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					NO
ID/Location of WTP	**Operating (GPD)**		**Method of Treatment**	**Maximum Capacity**	**Permit Status**
	Permitted Capacity	**Daily Rate**			

List permit violations and projects/actions to correct deficiencies or improve the facility.

N/A

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable. R

Brunswick/Topsham Water District. FY1993 avg usage per day: 345,000 gpd (includes station and housing units). R

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES[1]
ID/Location of IWTP	**Type of Treatment**	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**
Ground Water Treatment Plant[1]	Physical/ Chemical	140gpm	140gpm	140gpm	Local permit pending final approval

List any permit violations and projects to correct deficiencies or improve the facility.

[1]Pump and treatment system being constructed under DERA program.

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system. NO

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					NO
ID/Location of WTP	**Operating (GPD)**		**Method of Treatment**	**Maximum Capacity**	**Permit Status**
	Permitted Capacity	**Daily Rate**			

List permit violations and projects/actions to correct deficiencies or improve the facility.

N/A

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

Brunswick/Topsham Water District. CY1993 avg usage per day: 345,000 gpd (includes station and housing units).

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	NO

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	YES
If NO, why not and provide explanation of plan to achieve permitted status.	

NPDES Permit #W003219-53-B-R dtd 22 March 1993 - Conditions 6 $\leq$ ph $\leq$ 8.5, Oil and grease - $\leq$ 15mg/l, Total suspended solids: Daily Avg 30 mg/l, Daily Max 100 mg/l

4l.

Does your base have bilge water discharge problem?	NO
Do you have a bilge water treatment facility?	NO

Explain:

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	NO

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY1997 result in additional capacity? Explain.

No BRACON or Presidential projects programmed.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

None known at this time.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCAs) in which the base is located? See below.[1,2,3]
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCAs? Yes. List site, location and name of AQCA.[4]

[1]Maine State Implementation Plan
[2]Metropolitan Portland Ambient Air Quality Control Region
[3]Northeast Ozone Transport Region
[4]SERE School is not in the Metropolitan Portland Ambient Air Quality Control Region

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: Naval Air Station, Brunswick AQCA: MSIP

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year[1]	Comments[2]
CO	X				
Ozone		Moderate		1993[3] 1996[4]	No[5]
PM-10	X				
SO_2	X				
NO_2	X				
Pb	X				

[1]Based on national standard for Non-Attainment areas or SIP for Maintenance areas.
[2]Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY1995 budget.
[3] Maine State Implementation Plan
[4]Northeast Ozone Transport Region
[5]NAS Brunswick is in compliance with all air license requirements. Ozone non-attainment is due to NAS Brunswick location within the MSIP area, and is not associated with NAS Brunswick emissions.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

YR 1991	Emission Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile[1]	Total
CO	94.9	71.76	DNA[2]	7.94	174.6[2]
NOx	33.8	8.82	DNA[2]	0.98	43.6[2]
VOC	23.6	6.46	DNA[2]	0.71	30.77[2]
PM10	11.5	N/A	DNA[2]	N/A	11.5[2]

[1]Government vehicles only calculated.
[2]Data is not available for aircraft emissions at this time, therefore totals do not reflect complete emission totals.

Source Document: Engineering Air Pollution Emissions study at NASB Feb 1993 (Draft). No other available data. Personal automobiles and other mobile sources are not being monitored or evaluated at this time. However, using assumptions have been calculated. Data is not available for aircraft emissions at this time.

Calculations:

Personal Automobiles
 # people (mil & civ) = 3,405

estimated POV commuter miles: 8.9 million mi/yr.

Assumptions:
average age of vehicle = 5 yrs.
average odometer reading = 50,000
average mileage = 20 mi/gal.
average # days work/yr = 240 days

$$\frac{(8.9 \text{ million mi})}{(\text{yr.})} \frac{(1 \text{ lb})}{(454 \text{ gm})} \frac{(1 \text{ ton})}{(2000 \text{ lb})} = \frac{9.8 \text{ million}}{\text{yr. gm}}$$

Emission factors (gm/mi)

CO	7.321	from Table 1.1.1.b.
NOx	0.900	AP42 Vol II
HC(VOC)	0.659	

$$CO = \frac{(9.8\ mi - ton)}{(\ yr\ )} \frac{(7.321\ gm)}{(\ mi\ )} = 71.76 \frac{ton}{yr}$$

$$NOx = \frac{(9.8\ mi - ton)}{(\ yr\ )} \frac{(0.900\ gm)}{(\ mi\ )} = 8.82 \frac{ton}{yr}$$

$$HC(VOC) = \frac{(9.8\ mi - ton)}{(\ yr\ )} \frac{(0.659\ gm)}{(\ mi\ )} = 6.46 \frac{ton}{yr}$$

Government Vehicles

174 vehicles
mi. = 985000 mi/yr
(same assumptions)

$$CO = \frac{(7.321\ gm)}{(\ mi\ )} \frac{(\ 1\ lb\ )}{(454\ gm)} \frac{(\ 1\ ton\ )}{(2000\ lb)} \frac{(985000\ mi)}{(\ yr\ )} = 7.94 \frac{ton}{yr}$$

$$NOx = \frac{(0.900\ gm)}{(\ mi\ )} \frac{(\ 1\ lb\ )}{(454\ gm)} \frac{(\ 1\ ton\ )}{(2000\ lb)} \frac{(985000\ mi)}{(\ yr\ )} = 0.98 \frac{ton}{yr}$$

$$HC(VOC) = \frac{(0.659\ gm)}{(\ mi\ )} \frac{(\ 1\ lb\ )}{(454\ gm)} \frac{(\ 1\ ton\ )}{(2000\ lb)} \frac{(985000\ mi)}{(\ yr\ )} = 0.71 \frac{ton}{yr}$$

5d. For your base, determine the total FY1993 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

YR 1993	Emissions Sources (Tons/Year)				
Pollutant	Permitted Stationary[1]	Personal Automobiles	Aircraft Emissions	Other Mobile[2]	Total
CO	DNA	71.65	DNA	22.14	93.79[3]
NOx	DNA	8.77	DNA	2.71	11.48[3]
VOC	DNA	6.41	DNA	1.98	8.39[3]
PM10	DNA	NA	DNA	NA	NA

Source Document:
[1]No data available - awaiting funding for extending 1991 study to include 1992 and 1993.
[2]Government vehicles used only.
[3]Totals only reflect personal automobile and other mobile emissions

Personal Automobiles

est. POV commuter mi 8,900,000 mi/yr

Assumptions

average age of vehicle = 4 yrs
average odometer reading = 50,000 mi.
average mileage = 20 mi/gal.
average # days work per year = 240 days

Emission factors (gm)
(mi)

CO	7.310	from Table 1.1.1.b.
NOx	0.895	AP42 Vol. II
HC(VOC)	0.653	

$$CO = \frac{(8{,}900{,}000\ mi)}{(yr)} \frac{(7.310\ gm)}{(mi)} \frac{(1\ lb)}{(454\ gm)} \frac{(1\ ton)}{(2000\ lb)} = 71.65 \frac{ton}{yr}$$

$$NOx = \frac{(8{,}900{,}000\ mi)}{(yr)} \frac{(0.895\ gm)}{(mi)} \frac{(1\ lb)}{(454\ gm)} \frac{(1\ ton)}{(2000\ lb)} = 8.77 \frac{ton}{yr}$$

$$HC(VOC) = \frac{(8{,}900{,}000\ mi)}{(yr)} \frac{(0.653\ gm)}{(mi)} \frac{(1\ lb)}{(454\ gm)} \frac{(1\ ton)}{(2000\ lb)} = 6.41 \frac{ton}{yr}$$

Government Vehicles

 # vehicles 179
 # mi. driven/yr = 2,750,000 mi/yr
(same assumptions)

$$CO = \frac{(2{,}750{,}000\ mi)}{(\ mi\ )}\frac{(7.310\ gm)}{(\ mi\ )}\frac{(\ 1\ lb\ )}{(454\ gm)}\frac{(\ 1\ ton\ )}{(2000\ lb)} = 22.14\ \frac{ton}{yr}$$

$$NOx = \frac{(2{,}750{,}000\ mi)}{(\ mi\ )}\frac{(0.895\ gm)}{(\ mi\ )}\frac{(\ 1\ lb\ )}{(454\ gm)}\frac{(\ 1\ ton\ )}{(2000\ lb)} = 2.71\ \frac{ton}{yr}$$

$$HC(VOC) = \frac{(2{,}750{,}000\ mi)}{(\ mi\ )}\frac{(0.653\ gm)}{(\ mi\ )}\frac{(\ 1\ lb\ )}{(454\ gm)}\frac{(\ 1\ ton\ )}{(2000\ lb)} = 1.98\ \frac{ton}{yr}$$

5e. Provide estimated increases/decreases in air emissions (Tons/Year of CO, NOx, VOC, PM10) expected within the next six years (1995-2001). Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY1997 budget. Explain.

The number of squadrons not physically deployed will be essentially the same over the next six years. Air emissions are expected to remain essentially the same.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

No.

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

No

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

No.

2nd revision

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6. ENVIRONMENTAL COMPLIANCE

6a Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7. For the last two columns provide the combined total for those two FY's. R

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air (1)	YES	130 R	240	-0-	-0-	-0-	-0-
Hazardous Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Safe Drinking Water Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
PCBs(2)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Other (non-PCB) Toxic Substance Control Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Lead Based Paint	N/A	-0-	50	50	-0-	-0-	-0-
Radon (3)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Clean Water Act	N/A	2,144	832	1,152	-0-	-0-	-0- R
Solid Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Oil Pollution Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
USTs(4)	YES	760	530	-0-	-0-	-0-	-0-
Other	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Total		3,034	1,652	1,202	-0-	-0-	-0-

(1) "Engineering Air Pollution Emissions Study at NAS Brunswick", February 1993 Draft
(2) Inhouse survey - continually updated
(3) Survey by Northern Division of the Naval Engineering Command, 1987/1988
(4) Inhouse survey - continually updated

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R

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air (1)	YES	130 R	240	-0-	-0-	-0-	-0-
Hazardous Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Safe Drinking Water Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
PCBs(2)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Other (non-PCB) Toxic Substance Control Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Lead Based Paint	N/A	-0-	50	50	-0-	-0-	-0-
Radon (3)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Clean Water Act	N/A	2,144	832	1,152	-0-	-0-	-0-
Solid Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Oil Pollution Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
USTs(4)	YES	760	530	-0-	-0-	-0-	-0-
Other	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Total		3,034	1,652	1,202	-0-	-0-	-0-

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6a Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7. For the last two columns provide the combined total for those two FY's.

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air (1)	YES	75	240	-0-	-0-	-0-	-0-
Hazardous Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Safe Drinking Water Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
PCBs(2)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Other (non-PCB) Toxic Substance Control Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Lead Based Paint	N/A	-0-	50	50	-0-	-0-	-0-
Radon (3)	YES	-0-	-0-	-0-	-0-	-0-	-0-
Clean Water Act	N/A	2,199	832	1,152	-0-	-0-	-0-
Solid Waste	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Oil Pollution Act	N/A	-0-	-0-	-0-	-0-	-0-	-0-
USTs(4)	YES	760	530	-0-	-0-	-0-	-0-
Other	N/A	-0-	-0-	-0-	-0-	-0-	-0-
Total		3,034	1,652	1,202	-0-	-0-	-0-

(1) "Engineering Air Pollution Emissions Study at NAS Brunswick", February 1993 Draft
(2) Inhouse survey - continually updated
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(4) Inhouse survey - continually updated

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Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

PROJ DESCRIPTION	COST ($000)	START	COMPL
VOC Emission Inventories	50	SEP 92	SEP 94
Mod to air monitoring equip	5	DEC 94	MAR 94
Mods & testing to air monitoring equipment	75	APR 94	OCT 94
UST removal	760	SEP 90	OCT 95
Sanitary Sewer O/W Sep Conn Bldgs 337 & 233	100	SEP 94	MAR 95
Sanitary Sewer O/W Sep Conn Bldgs 337 & 233	10	MAR 94	JUN 94
Correct washrack, taxiway (I)	80	SEP 94	MAR 95
Correct washrack, taxiway (I)	1,300	MAR 94	JUN 94
Repair by replacement, sanitary sewer Phase 2	156	MAY 94	NOV 94
Develop storm water pollution Prev Plan	150	DEC 92	APR 93
Water qual monitor & stream flow stations	40	SEP 93	AUG 94
Sanitary sewer discharge monitoring	5	DEC 93	APR 94
Sanitary sewer discharge monitoring	13	APR 94	OCT 94
Sewer sys smoke test	10	JUL 94	AUG 94
Spill containment/stormwater treatment	50	OCT 93	MAR 94
Spill containment/stormwater treatment	150	APR 94	OCT 94
Washrack construction	5	MAR 94	JUN 94
Washrack construction	75	JUL 94	SEP 94
Sample all Bldgs on NASB for lead paint	50	JUN 95	SEP 95
Envrn impact, SERE school culverts	40	JUN 95	SEP 95
Impact of base ops on picnic pond ecosystem	100	APR 95	SEP 95
Emerg generator bact analy & impl	50	OCT 94	JUN 95
Emerg generator bact analy & impl	100	JUN 95	JUN 96
Mod to air monitoring equip	90	APR 94	OCT 95
Golf course pesticide mixing & storage area	100	MAR 95	AUG 95
Golf course pesticide mixing & storage area	40	AUG 94	DEC 95
UST retrofit	30	OCT 91	MAR 95

UST retrofit	500	AUG 94	DEC 95
Repair by replacement of sanitary sewer Phase 3	320	SEP 92	DEC 96
AST upgrades	27	NOV 94	JAN 95
Spill containment/stormwater treatment	205	APR 94	OCT 95
Sample all Bldgs on NASB for lead paint	50	OCT 95	DEC 95
Repair SERE school culverts	32	OCT 95	APR 96
Repair SERE school culverts	300	MAY 96	SEP 96
Repair by replacement of sanitary sewer Phase 4	320	SEP 92	DEC 96
AST upgrades	500	APR 95	DEC 95

6b. Does your base have structures containing asbestos?__Yes_____ What % of your base has been surveyed for asbestos?____90%_____ Are additional surveys planned? __No_____ What is the estimated cost to remediate asbestos ($K) 8,698K. Are asbestos survey costs based on encapsulation, removal or a combination of both? Combination of both. **Claimant policy is to consider funding only remediation of asbestos that is friable, damaged and accessible and to remediate by management in place rather than by removal.**

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source. R

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN								
HA	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
PA[1]	2699[3]	1503[3]	3034	1652	1202	-0-	-0-	-0-
Other O&MN (specify)[2]	478	548	881	791	870	957	2000	2100
Other (specify)	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL:	3177 R	2051 R	3915	2443	2072	957	2000	2100

[1]PA Funds are not recurring but are included as requested.
[2]Includes all labor, materials, contracts, etc.
[3]Detailed information regarding this question has been withheld pending clarification of the question by higher authority.

UST retrofit	500	AUG 94	DEC 95
Repair by replacement of sanitary sewer Phase 3	320	SEP 92	DEC 96
AST upgrades	27	NOV 94	JAN 95
Spill containment/stormwater treatment	205	APR 94	OCT 95
Sample all Bldgs on NASB for lead paint	50	OCT 95	DEC 95
Repair SERE school culverts	32	OCT 95	APR 96
Repair SERE school culverts	300	MAY 96	SEP 96
Repair by replacement of sanitary sewer Phase 4	320	SEP 92	DEC 96
AST upgrades	500	APR 95	DEC 95

6b. Does your base have structures containing asbestos?__Yes_____ What % of your base has been surveyed for asbestos?____90%_____ Are additional surveys planned? __No_____ What is the estimated cost to remediate asbestos ($K) 8,698K. Are asbestos survey costs based on encapsulation, removal or a combination of both? Combination of both. **Claimant policy is to consider funding only remediation of asbestos that is friable, damaged and accessible and to remediate by management in place rather than by removal.**

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY92	FY93	FY94	FY95	FY96	FY97	FY98-99	FY00-01
O&MN								
HA	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
PA[1]	2699[3]	1503[3]	3034	1652	1202	-0-	-0-	-0-
Other O&MN (specify)[2]	478	548	881	791	870	957	2000	2100
Other (specify)	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-
TOTAL:	478	548	3915	2443	2072	957	2000	2100

[1]PA Funds are not recurring but are included as requested.
[2]Includes all labor, materials, contracts, etc.
[3]Detailed information regarding this question has been withheld pending clarification of the question by higher authority.

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

None known at this time.

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	YES

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI. R

Site # or name	Type site [1]	Groundwater Contaminated?[3]	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Affected Area Acres[5]	Time Limit of Restriction[4]	Status[2]
#1 ORION STREET LANDFILL (NORTH)	CERCLA	YES	NO	NO	4.9 million (INCLUDES SITE #3, 5, 6, 8 AND EASTERN PLUME)	15	P	RA
#2 ORION STREET LANDFILL (SOUTH)	CERCLA	NO	NO	NO	$250,000	<5	S	FS
#3 HAZARDOUS WASTE BURIAL AREA	CERCLA	YES	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	(INCLUDED IN SITE #1)	P	RA
#4 ACID/ CAUSTIC DISPOSAL PIT	CERCLA	YES	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	<5	S	FS
#5 ORION STREET ASBESTOS DISPOSAL AREA	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	<5	S	RA

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	YES
Is your base an NPL site or proposed NPL site?	YES

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

Site # or name	Type site [1]	Groundwater Contaminated?[3]	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Affected Area Acres[5]	Time Limit of Restriction[4]	Status[2]
#1 ORION STREET LANDFILL (NORTH)	CERCLA	YES	NO	NO	4.9 million (INCLUDES SITE #3, 5, 6, 8 AND EASTERN PLUME)	15	P	RA
#2 ORION STREET LANDFILL (SOUTH)	CERCLA	NO	NO	NO	$250,000	< 5	S	FS
#3 HAZARDOUS WASTE BURIAL AREA	CERCLA	YES	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	(INCLUDED IN SITE #1)	P	RA
#4 ACID/ CAUSTIC DISPOSAL PIT	CERCLA	YES	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	< 5	S	FS
#5 ORION STREET ASBESTOS DISPOSAL AREA	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	< 5	S	RA

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#6 SANDY ROAD RUBBLE AND ASBESTOS DISPOSAL SITE	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	<5	S	RA
#7 OLD ACID/ CAUSTIC PIT	CERCLA	NO	NO	NO	UNKNOWN	<5	S	FS
#8 PERIMETER ROAD DISPOSAL SITE	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE 1)	<5	S	RA
#9 NEPUTUNE DRIVE DISPOSAL AREA	CERCLA	NO	NO	NO	$1,300,000	<5	P (ASH AREA ONLY)	FS
#11 FIRE TRAINING AREA	CERCLA	YES	NO	NO	UNKNOWN	<5	S	FS
#12 EOD TRAINING AREA	CERCLA	NO	NO	NO	$0	<5	S	FS
#13 DRMO AREA	CERCLA	YES	NO	NO	UNKNOWN	<5	S	FS
#14 OLD PUMP #3	CERCLA	NO	NO	NO	$0	0	S	FS
EASTERN PLUME	CERCLA	YES	NO	NO	4.9 MILLION INCLUDED IN SITE[1]	110	L (GROUND WATER ONLY)	RA
OLD FUEL FARM	UST	YES	NO	NO	500,000	15	S	RA START 94
NEX GAS STATION	UST	YES	NO	NO	200,000	<5	S	RA

#6 SANDY ROAD RUBBLE AND ASBESTOS DISPOSAL SITE	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE #1)	< 5	S	RA
#7 OLD ACID/ CAUSTIC PIT	CERCLA	NO	NO	NO	UNKNOWN	< 5	S	FS
#8 PERIMETER ROAD DISPOSAL SITE	CERCLA	NO	NO	NO	4.9 MILLION (INCLUDED IN SITE 1)	< 5	S	RA
#9 NEPUTUNE DRIVE DISPOSAL AREA	CERCLA	NO	NO	NO	$1,300,000	< 5	P (ASH AREA ONLY)	FS
#11 FIRE TRAINING AREA	CERCLA	YES	NO	NO	UNKNOWN	< 5	S	FS
#12 EOD TRAINING AREA	CERCLA	NO	NO	NO	$0	< 5	S	FS
#13 DRMO AREA	CERCLA	YES	NO	NO	UNKNOWN	< 5	S	FS
#14 OLD PUMP #3	CERCLA	NO	NO	NO	$0	0	S	FS
EASTERN PLUME	CERCLA	YES	NO	NO	4.9 MILLION INCLUDED IN SITE[1]	110	L (GROUND WATER ONLY)	RA
OLD FUEL FARM	UST	YES	NO	NO	500,000	15	S	RA START 94
NEX GAS STATION	UST	YES	NO	NO	200,000	< 5	S	RA

REDINGTON LAND FILL	CA	YES	NO	NO	250,000	<5	p	LTM R
BLDG 95	CERCLA	YES	NO	NO	2.8 MILLION	<5	S	RA

[1]Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)
[2]Status = PA, SI, RI, RD, RA, long term monitoring, etc.
[3]For which cleanup is required.
[4]S = short term (0-10 years)
L = long term (10-50 years)
P = permanent
[5]< = less then

7c.. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

No.

7d..

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	YES

State scope and expected length of pump and treat operation.

Sites 1 and 3 cleanup.....2 - 5 years
Eastern plume cleanup.....over 10 years

REDINGTON LAND FILL	CA	YES	NO	NO	250,000	< 5	p	CTM
BLDG 95	CERCLA	YES	NO	NO	2.8 MILLION	< 5	S	RA

[1]Type site: CERCLA, 'RCRA corrective action (CA), UST or other (explain)
[2]Status = PA, SI, RI, RD, RA, long term monitoring, etc.
[3]For which cleanup is required.
[4]S = short term (0-10 years)
L = long term (10-50 years)
P = permanent
[5]< = less then

7c.. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

No.

7d..

Is there a groundwater treatment system in place?	NO
Is there a groundwater treatment system planned?	YES

State scope and expected length of pump and treat operation.

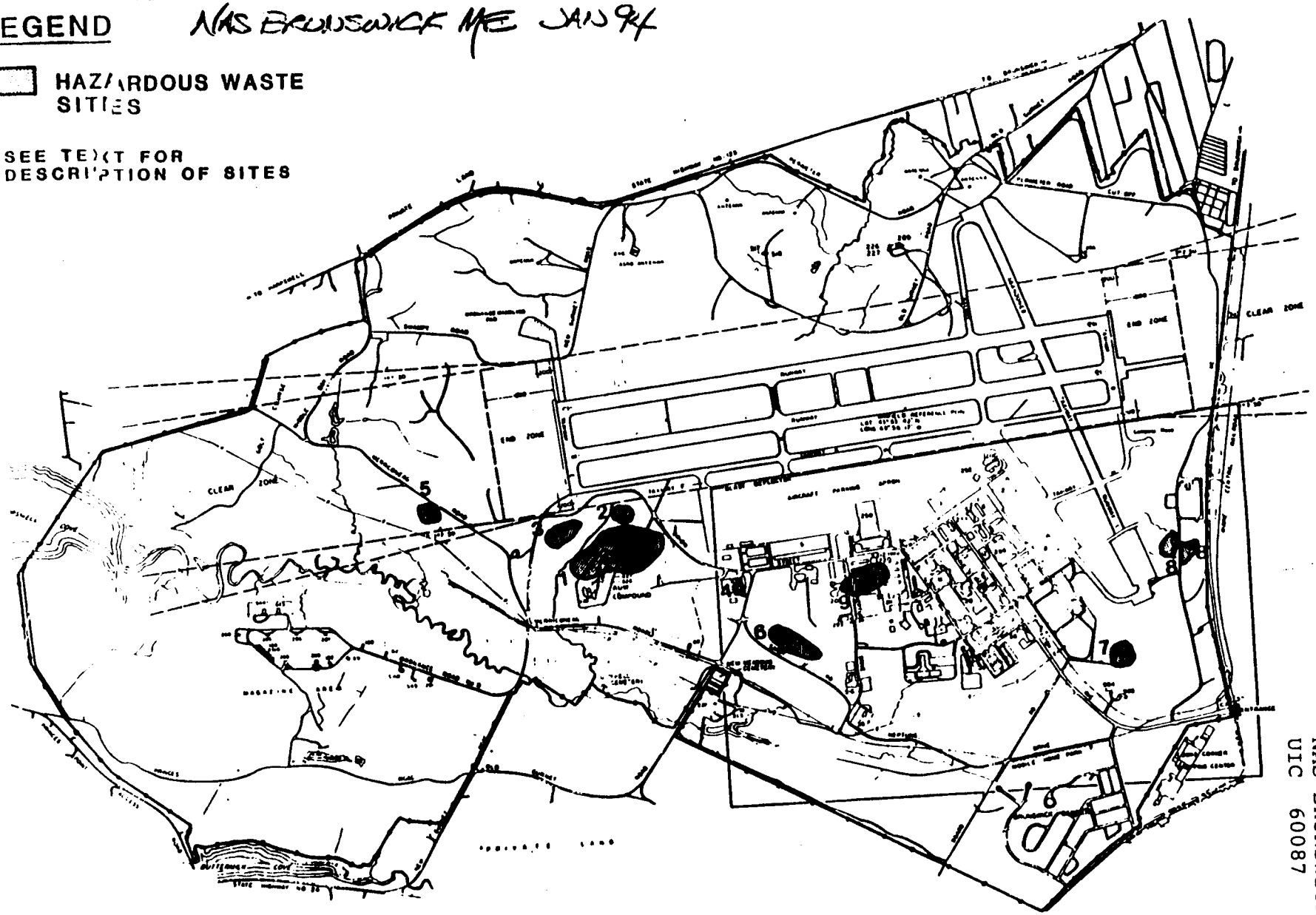
Sites 1 and 3 cleanup.....2- 5 years
Eastern plume cleanup.....over10 years

NAS BRUNSWICK ME JAN 94

LEGEND

HAZARDOUS WASTE SITES

*SEE TEXT FOR DESCRIPTION OF SITES



SCALE

0 900 1800 3600

IN FEET

NAS BRUNSWICK
UIC 60087

Question 7b

NEESA IDENTIFIED DISPOSAL SITES

7e.

Has a RCRA Facilities Assessment been performed for your base?	YES

7f. Does your base operate any conforming storage facilities for handling **hazardous materials?** If YES, describe facility, capacity, restrictions, and permit conditions.

No.

7g. Does your base operate any conforming storage facilities for handling **hazardous waste?** If YES, describe facility, capacity, restrictions, and permit conditions.

Base has a <90 day storage only facility that operates within state DEP requirements.

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

Yes, NEX gas station. Cleanup of contaminated soil and ground water. Expected completion - Fall 1994

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	No.

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

No.

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

None.

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
NAS BRUNSWICK	3,220	BRUNSWICK
TOPSHAM ANNEX	136	TOPSHAM
MCKEEN STREET	75	BRUNSWICK
CASCO BAY FUEL FARM	1	HARPSWELL
EAST BRUNSWICK	66	E. BRUNSWICK
SERE SCHOOL	12,466	REDINGTON
SMALL POINT	0.23	PHIPPSBURG
SABINO HILL	0.23	TOPSHAM

8b. Provide the acreage of the land use categories listed in the table below:

LAND USE CATEGORY (NAS PROPER)		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		1,025
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: 325[1]
		All Others: 200
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		1,155
Total Undeveloped land considered to be without development constraints		515
Total Off-base lands held for easements/lease for specific purposes		-0-
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	1,350
	HERF	3
	HERP	None
	HERO	1,050
	AICUZ	1,600
	Airfield Safety Criteria	925
	Other (Incl Wetlands)	525

[1]Also 5 acres wetlands at Topsham and 600 acres wetlands at Rangeley.

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes.

15 AC (NAS PROPER)
12,466 AC (SERE SCHOOL RANGELEY)

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NAS BRUNSWICK UIC: 60087

8d. What is the date of your last AICUZ update? SEP 86 Are any waivers of airfield safety criteria in effect on your base? Y Summarize the conditions of the waivers below:

1. Several low usage/patrol roads within 750 feet of the centerline of both runways.

2. Several lengths of flightline security fence that are within 750 feet of the centerline of the inboard runway.

3. Various drainage ditches that do not meet slope requirements for their distance to the runways.

4. Depressions at each side of the runways within 750 feet of the runway centerline. These depressions do not meet the slope requirements and are the entrance and exit points for Mere Brook through the airfield.

5. The precision approach radar is located between the outboard and inboard runways. There are associated reflectors located on the airfield for precision reference by the radar.

8e. List the off-base land use *types* (e.g, residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use. R

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
BRUNSWICK (FLIGHT ZONE)	2 (9 AC)	(VACANT) CLEAR ZONE	COMPATIBLE
TOPSHAM	2 (38 AC)	SUBURBAN R RESIDENTIAL	COMPATIBLE

8d. What is the date of your last AICUZ update? SEP 86 Are any waivers of airfield safety criteria in effect on your base? Y Summarize the conditions of the waivers below:

1. Several low usage/patrol roads within 750 feet of the centerline of both runways.

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8e. List the off-base land use *types* (e.g, residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use.

Acreage/Location/ID	**Zones 2 or 3**	**Land Use**	**Compatible/ Incompatible**
BRUNSWICK (FLIGHT ZONE)	2 (9 AC)	(VACANT) CLEAR ZONE	COMPATIBLE
TOPSHAM	2 (38 AC)	URBAN RESIDENTIAL	COMPATIBLE

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

Navigational Channels/ Berthing Areas	**Location / Description**	**Maintenance Dredging Requirement**			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost ($M)
None					

8g. Summarize planned projects through FY 1997 requiring **new channel or berthing area** dredged depths, include location, volume and depth.

None

8h.

Are there available **designated dredge disposal areas** for maintenance dredging material? List location, remaining capacity, and future limitations.	**N/A**
Are there available **designated dredge disposal areas** for new dredge material? List location, remaining capacity, and future limitations.	**N/A**
Are the dredged materials considered contaminated? List known contaminants.	**N/A**

8.i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans.**

None known at this time.

8j. Describe any **non-point source pollution problems affecting water quality** ,e.g.: coastal erosion.

None known at this time.

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	NO

8l. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved. N/A

9. WRAPUP

9a. Are there **existing or potential environmental showstoppers** that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions?

None known at this time.

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

None known at this time.

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

None known at this time.

9d. List **any future/proposed laws/regulations or any proposed laws/regulations** which will constrain base operations or development plans in any way. Explain.

None known at this time.

Data Call 33 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. L. RACHOR, JR., CAPT, USN
NAME (Please type or print)

Signature

Commanding Officer
Title

20 May 94
Date

NAS Brunswick, Maine
Activity

NAS BRUNSWICK UIC N60087
DATA CALL THIRTY-THREE

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

K. F. DELANEY
NAME (Please type or print)

Signature

Rear Admiral
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

29 JUN 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM ARCHIE CLEMINS
NAME (Please type or print)

Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

6/29/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

Signature

Title

7/20/94
Date

NAVAL AIR STATION BRUNSWICK UIC 60087
DATA CALL THIRTY-THREE REVISED PGS 3, 9, 10, 17, 19, 21-23, 27

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine Jr
Signature

Captain
Title Commander
Naval Shore Activities
U.S. Atlantic Fleet
Activity

8/12/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM H. W. GEHMAN, JR.
NAME (Please type or print)

H. W. Gehman Jr
Signature

Acting
Title Commander in Chief
U.S. Atlantic Fleet
Activity

15 AUG 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J. B. GREENE, JR.
NAME (Please type or print)

J B Greene Jr
Signature

ACTING
Title

19 AUG 1994
Date

Data Call 33 Activity: 60087 NAS Brunswick ME

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

R. H. TETREV
NAME (Please type or print)

R. H. Tetrev
Signature

Acting Commanding Officer
Title

14 Jul 94
Date

NAS Brunswick, ME
Activity

NAS Brunswick UIC N60087
Data Call 33 Revised page 17

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. W. CRAINE, JR.
NAME (Please type or print)

J. W. Craine, Jr.
Signature

Captain
Title Commander
Naval Shore Activities
U. S. Atlantic Fleet
Activity

8/31/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.
NAME (Please type or print)

Signature

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

9/1/94
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print)

W B Earner
Signature

Title

9/12/94
Date

NAS BRUNSWICK UIC N60087
DATA CALL THIRTY-THREE REVISED PGS 6-7

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type or print) _____ Signature _____

Title _____ Date _____

Activity _____

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

W. J. FLANAGAN, JR.
NAME (Please type or print) Signature

Admiral
Title Commander in Chief
U.S. Atlantic Fleet
Activity

01 NOV 1994
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER
NAME (Please type or print) Signature

11/15/94
Title Date

Document Separator

- Most existing magazines fluctuate between 40-65% capacity. Adequate real estate exists to add additional storage/operational buildings.

39. Give the average level of SELRES drill participation for the past three years (i.e. percentage attending regular and make-up drills). These numbers should reflect the participation of the SELRES population reported in your Capacity Data Call.

	FY-1991[1]	FY-1992[1]	FY-1993[1]
OFFICER	100%	100%	100%
ENLISTED	100%	100%	100%

[1] Reflects participation of SELRES population reported in NAS Brunswick Data Call 16, question 10b.

40. Does the local area provide a skilled work force that is essential for air station operations? Are these skills unique to the area or readily duplicated or available elsewhere?

Local area does provide a skilled work force essential to the air station operations.

Skills provided are not unique to the area and are readily duplicated and available elsewhere.

Supplemental Information for Question 39.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

4/19/95

NAS BRUNSWICK SELRES READINESS

(UNIT READINESS REPORT DATA 31 MARCH 95)

NR Activity/Unit NRTSC 191	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	12	12
ENLISTED	33	18

NR Activity/Unit NRTSC Z91	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	10	9
ENLISTED	35	29

4/19/95

NAS BRUNSWICK SELRES READINESS

(UNIT READINESS REPORT DATA 31 MARCH 95)

NR Activity/Unit NRTSC 191	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	12	12
ENLISTED	33	18

NR Activity/Unit NRTSC 791	FY 1995 AUTH	FY 1995 ACTUAL
OFFICER	10	9
ENLISTED	35	29

[redacted]

NAS Brunswick ME N60087

Supplemental Information for Question 39.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	42	0	32	0	49	0	35	0	41	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A R(18 Oct 94)

NR Activity/Unit: NRVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	0	0	0	0	0	0	10	0	0	0	8	0
Enlisted	0	0	0	0	0	0	1	0	0	0	1	0

Remarks: Unit drills at South Weymouth (with the exception of a few officers, who drill at CPW-5). Billet/staffing level information not available in Brunswick.

[redacted] For all reserve units that train at the air station, summarize the average number of candidate reservists on waiting lists for reserve billets (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	NO RECORDS FOR FY 91	3	1
NFO		1	1
Other Officers		0	2
Enlisted		4	2

P-164

The P-164 is a detailed inventory of naval shore facilities. Each naval air station or naval base has it's own P-164 which lists all the buildings, structures and land with their current plant value (CPV) and condition. Some of the important abbreviations and their definitions follows:

CCN - Category Code Number

FAC NO - Building Number

Facility Condition A, S and I

A - Adequate - See attachment page 5-14 from NAVFACINST 11010.44E
S - Substandard - See attachment page 5-14 from NAVFACINST 11010.44E
I - Inadequate - See attachment page 5-14 from NAVFACINST 11010.44E

Dayle

I have highlighted the aircraft Hangar Infrastructure. If you are interested you may want to see the total aircraft hangar complex on your 14 April Brunswick tour.

Respectfully
Michael Walker 4/11/95

5.7 Definition of Adequate, Substandard & Inadequate

The facility assets are entered on the EE Worksheet or Property Records under three basic condition standards. All conditions relate to the adequacy of the facility for its current use. A facility inadequate for one use may be adequate or substandard for another.

A. Adequate

1. An adequate facility is fully capable of supporting its current use without modifications or repairs which normally require approval and funding beyond the authority of the Activity's Commanding Officer. This means the facility should be within the limits and restrictions of planning criteria, satisfy structural, electrical and mechanical criteria, and does not conflict with operational requirements or safety restrictions.

2. Facilities that are barely satisfactory, but acceptable will be considered adequate.

B. Substandard

1. A substandard facility is capable of supporting its current use, but requires modifications or repairs, which normally require approval and funding beyond the authority of the Activity Commanding Officer, to make the facility adequate for its function.

2. A substandard facility can be made adequate through necessary repairs or renovation. A facility is substandard if deterioration will result in deficiencies which will render it so within the next five years, given the current and projected maintenance levels.

3. A substandard facility can be converted, or redesignated to another functional use, if it can be economically justified (see paragraph 5.7C1). This may result in the facility being considered adequate for its new use.

4. A facility coded substandard should not be considered for total replacement. Only under unusual circumstances and only when supported by an economic analysis should such action be considered.

C. Inadequate

1. An inadequate facility cannot be made adequate for its present use through "economically justifiable means." An inadequate facility may be or may be made, adequate or substandard for a use other than the current one.

2. The fine line that separates a substandard facility from an inadequate one lies in the interpretation of "economically justifiable means". As a general guideline, when the rehabilitation of a facility will cost in excess of 75 percent of the cost for equivalent new construction, such a facility should be classified inadequate. Conversely, a facility that can be made adequate for its present use by rehabilitation at less than 75 percent of the cost for new construction, should be classified substandard. If a proposed repair project's cost is greater than $200K and greater than 50 percent of the replacement cost, the project is subject to review by the Assistant Secretary of the Navy, Installations and Environment. The 50 percent point is not a "cut-off", but rather a trigger for a higher level review. It is not in conflict with the 75 percent guideline given above. (For further guidance on repair projects, see OPNAVINST 11010.20.) The repair of facilities listed or eligible for listing on the National Register of Historic Places is exempt from this guidance.

3. Deficiencies which prohibit, or will prohibit, the use of the facility for its designated function within the next five years due to expected deterioration will be cause for the facility to be inadequate. The degree and nature of deficiencies will determine whether the facility can or cannot be made adequate for other uses.

AIR STATION, BRUNSWICK MAINE (CLAIMANT..LANTFLT) NORTHDIV

NEAREST CITY..WITHIN CITY TYPE/STATUS..ACTIVE NON-INDUSTRIAL ACTIVITIES

PRODUCT/FUNCTION..AIR FIELDS OPERATOR..... INITIALLY OCCUPIED.1943 ACTIVITY CODE..1450202

LAND

CCN		OWNED COST TO GOVT	OWNED ACRES	INGRANTED ESTIMATED VALUE	INGRANTED ACRES		OWNED ACRES	INGRANTED ACRES
911	LAND-FEE	3054656	15854.21			IMPROVED	426.92	1.50
921	LAND-EASEMENT	14502	51.83			SEMI-IMPROVED	347.62	
922	LAND-IN-LEASE			1000	5266.50	UNIMPROVED	13399.37	5263.20
	TOTAL	3069158	15906.04	1000	5266.50	OTHER	1732.13	1.80
						OUTGRANTED	63.80	

BUILDINGS

CCN		COST TO GOVT	OWNED CPV (000)	SQ FT	OTHER/ NAVALT	# BLDG	CCN		COST TO GOVT	OWNED CPV (000)	SQ FT	OTHER/ NAVALT	# BLDG
123	VEH FUEL/DISP	113567	143	166	40L	2	722	UNAC PR HOU-MES	1510570	8934	57169	2500PN	2
125	POL PIPELINE	219336	346	2615	MI	3	723	UEPH-DET FAC			80		1
131	COMMS-BUILDINGS	609132	2616	24235		6	724	UOPH	1136145	5816	59422	103PN	1
133	NAV TR AID-BLDG	308869	685	888		2	725	TRHSG/EMERGENCY	4826	17	640	20PN	2
137	SHIP NAV&TR BLD			4899			730	COMMUNITY FAC	645293	3638	47160		10
141	OPERATION BLDGS	781620	4307	30782		3	740	COMM FAC-MW&R I	10350624	27525	293118		24
143	SHIP&OTH OP BLD	9222245	13228	60769		14	811	ELEC PR-SOURCE	34568	181	2064	KW	6
171	TRAINING BLDGS	6743453	10054	104710	440PN	19	812	ELEC TMSN/DISTR	10000	63	900	LF	1
211	MNT-AIRCRAFT	24624399	63885	518476	1EA	6	813	ELEC PWR SUB/SW			315	KV	1
213	MNT-SHIPS	24105	142	1627	EA	1	821	HEAT-SOURCE	1022460	1258	12080	MB	1
214	MNT-TANK/AUTO	875612	4324	23848	EA	3	831	SEWAGE TRT&DSP	218956	594	3992	KG	2
216	MNT-AMMUNITION	773025	2103	14311		2	832	SEWAGE/COLLECT	29013	155	661	LF	2
217	MNT-ELECNX/COMS	34610	188	3183	EA	1	842	WATER DIST-POT	157667	349	1863	LF	5
218	MNT-MISC/PROC	2902000	3091	36780		1	843	WATER-FIRE PRO	91000	97	540	LF	1
219	MNT-INS REP OPN	1319310	8857	71224		18	844	WTR SPLY/STR NF	150	1	70	KG	1
421	AMMO STOR/DEPOT	117401	395	8413	333CF	3	872	FENCE/WALL/TWR	139961	181	256	LF	1
441	COV STOR/DEPOT	760965	3575	84117	825243TC	5		TOTAL	88048805	258838	2875997		560
540	DENTAL CLINICS			8073	100U								
550	DISPENSA/CLINIC	2539708	4114	25733	BD	1		PERMANENT	85262494	238867	2672461		491
610	ADMIN BLDGS	2503778	11330	144694		14		SEMI-PERM	2800312	19925	202483		66
711	FAM HSG/DWELLG	12028983	50751	960369	756FA	361		TEMPORARY	7086	45	1053		3
714	FAM HSG/DET FAC	258926	1811	35192	133VE	23							
721	UEPH	5936528	24086	230563	964PN	11		EXCESS	243679	1239	8099		2

STRUCTURES

CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# STRC	CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# STRC
111	RUNWAYS	4425585	27026	356667SY	16000LF	3	690	OTHER ADM FACIL	6587	38		5EA	5
112	TAXIWAYS	2788864	21039	277227SY	LF	3	750	COMM FAC-MW&R-X	153948	653		16EA	9
113	APRONS	4296376	27596	481057SY		2	760	MUSEUM/MEMORIAL	300	4	SF	2EA	2
116	OTHER AFLD PVMT	1096882	2476	31616SY		5	841	WTR-SUP/TMT/STG	79587	407	SF	KG	1
121	ACFT FUEL/DISP	40634	257		1800GM	1	843	WATER-FIRE PRO	10044	123	SF	LF	1
123	VEH FUEL/DISP			SF	10L	1	851	ROADS	1450720	13316	551970SY	44MI	10
124	OPER FUEL STOR	3627838	6103		3026000GA	6	852	WALKS PARKING	932853	4912	407475SY		9
125	POL PIPELINE	21445	131	SF	2MI	1	871	GROUNDS DRAINAG	1167070	6319		154379LF	9
126	OTHER FUEL/DISP	552822	622		160L	4	872	FENCE/WALL/TWR	744619	1984	SF	125644LF	6
134	NAVTR AID-OTHER	58862	241		38EA	8	890	MISC UTIL	600000	721	SF	LF	1
136	AFLD PVMT LTING	947316	4862		44220LF	6		TOTAL	24041349	122962			129
148	SHIP OPRTNL FAC	107546	183	826SY	2EA	2							
149	OP FAC-OTHER	31098	162	SY	1EA	1		PERMANENT	24131659	120087			98
179	TRAINING-OTHER	34040	168	1AC	4EA	4		SEMI-PERM	426536	2355			30
411	LIQ FUEL STOR	41000	44		20000BL	1		TEMPORARY	40802	520			1
412	LIQ STOR O/T WF	5000	64		1GA	1							
421	AMMO STOR/DEPOT	784984	3197	24593SF	105178CF	25		EXCESS					
451	OPEN STOR/DEPOT	35329	314	16866SY	NS	2							

UTILITIES

CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# UTIL	CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# UTIL
135	COMMS LINES	213769	439		8MI	1	845	WTR DIST SYS NF			SF	115LF	
811	ELEC PR-SOURCE				200KW		880	FIRE & OTH ALRM	110642	581		150EX	2
812	ELEC TMSN/DISTR	773690	3656	SF	152223LF	8	890	MISC UTIL	750	5	SF	361LF	1
821	HEAT-SOURCE	974432	5472	SF	3874MB	2		TOTAL	5490334	33604			34
822	HEAT-TMSN/DIST	1628060	10191	SF	32021LF	1							
831	SEWAGE TRT&DSP	18988	88	SF	300KG	2		PERMANENT	5433135	33331			27
832	SEWAGE/COLLECT	775833	5330	SF	78529LF	9		SEMI-PERM	57199	273			
841	WTR-SUP/TMT/STG	3443	15	SF	KG	1		TEMPORARY					7
842	WATER DIST-POT	850405	7092	SF	124072LF	6							
843	WATER-FIRE PRO	140322	736	SF	LF	1		EXCESS					

FAMILY HOUSING AND FAMILY HOUSING SUPPORT

CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	CCN		COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	
219	MNT-INS REP OPN	6698	77	894SF		832	SEWAGE/COLLECT	221578	1023	64SF	31656LF	
610	ADMIN BLDGS			2460SF		842	WATER DIST-POT	296680	1272	529SF	36625LF	
711	FAM HSG/DWELLG	12028983	50751	960369SF	756FA	851	ROADS	381038	1600	129159SY	8MI	
714	FAM HSG/DET FAC	258926	1811	35192SF	133VE	852	WALKS PARKING	51296	211	18613SY		
750	COMM FAC-MW&R-X	69858	178		4EA	871	GROUNDS DRAINAG	389160	1846		28462LF	
812	ELEC TMSN/DISTR	72374	368	SF	9005LF		HOUSING-TOTAL	13776591	59138	# BLDGS		412

AREAS AND USERS

AREA		ACTIVE/ INACT	CITY	COUNTY	STATE/ COUNTRY	SIG	ACRES	SQ FT	CLASS 1 COST	CLASS 2 COST	OWNED CPV	# BLDG
MAIN SITE		A	BRUNSWICK	CUMBERLAND	ME	S	3220.53	2074421	1330702	104280369	353181142	277
	USERS..		NAVMEDCLINIC PORTSMOUTH NH		N00105	H/T=0		29717		2700591	4779395	
			FASOTRAGRULANT DET BRUNSWICK		N0348A	H/T=4		10100		1382225	2146085	
			NMCB 27 BRUNSWICK ME		N08867	H/T=1		11327		51938	127663	
			EOD MOBILE UNIT 2 BRUNSWICK ME		N30700	H/T=3		2687		33186	421154	
			NAS BRUNSWICK AUW DET		N31455	H/T=4		10311		445025	1766181	
			NAVCLINBR BRUNSWICK ME		N32615	H/T=4		13196		1600000	1704000	
			NAS BRUNSWICK ME		N60087	H/T=0	3220.53	1885290	1330702	94749432	334609856	
			NAVDENCLINIC NEWPORT RI		N66023	H/T=0		8073				
			NAVEXCH BRUNSWICK ME		N66249	H/T=3		68505		2474006	4922521	
			NAVLANTMETOCFAC BRUNSWICK ME		N66458	H/T=4		4899				
			MCSFCO BRUNSWICK ME		N67406	H/T=1		25316		843966	2704287	
			CAA CTR NAS BRUNSWICK		N68125	H/T=4		5000				
TOPSHAM	DA	A	TOPSHAM	SAGADAHOC	ME	S	136.00	404196	28730	8592582	40090188	70
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0	136.00	347282	28730	7221358	32999774	
			COMSYSTOREG NEWPORT RI		N60672	H/T=1		38426		946884	4940107	
			COMNAVAVNACTS BRUNSWICK ME		N63981	H/T=3		18488		424340	2150307	
MCKEEN STREET	FA	A	BRUNSWICK	CUMBERLAND	ME	N	75.40	362494	74267	3431378	16715989	187
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0	75.40	362494	74267	3431378	16715989	
CASCO BAY FUEL FARM	HA	A	BRUNSWICK	CUMBERLAND	ME	N		5022		23432	138717	4
	USERS..		NAVFUELDEP JACKSONVILLE FL		N62566	H/T=0		5022		23432	138717	
REDINGTON TOWNSHIP	MA	A	RANGELEY	FRANKLIN	ME	S	17731.00	22210	1628000	891764	3447015	20
	USERS..		FASOTRAGRULANT DET BRUNSWICK		N0348A	H/T=4		16264		773756	3064828	
			NAS BRUNSWICK ME		N60087	H/T=0	17731.00	5946	1628000	118008	382187	
SMALL POINT	SA	A	PHIPPSBURG	SAGADAHOC	ME	S	6.73		2956	76170	376432	
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0	6.73		2956	76170	376432	
SABINO HILL	TA	A	PHIPPSBURG	SAGADAHOC	ME	S	2.36		2503	19247	95119	
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0	2.36		2503	19247	95119	
E BRUNSWICK	UA	A	BRUNSWICK	CUMBERLAND	ME	N		7654		265546	1359330	2
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0		7654		265546	1359330	
PORTLAND CUMBERLAND ME VA		A	BRUNSWICK	CUMBERLAND	ME	N	.52		2000			
	USERS..		NAS BRUNSWICK ME		N60087	H/T=0	.52		2000			
*** ACTIVITY TOTAL ***			(CLASS 2 LEASED CPV	89262)			21172.54	2875997	3069158	117580488	415403932	560

CROSS REFERENCE INDEX

FAC NO	SA	CCN	USER
1		211-05'	
		211-06+	
		211-07+	
1L19R		111-10	
1R19L		111-10	
2		211-06+	
		211-07+	
		217-10+	
		219-10+	
		219-20'	
		219-77+	
		610-10+	
		740-75+	
		211-05+	
3		211-05'	
		211-06+	
		211-07+	
4		610-10'	
		740-37+	
5		211-05'	
		211-06+	
		211-07+	
		211-03+	
		171-20+	
		211-15+	
6		219-10	
8		610-10'	
		219-25+	
		219-10+	
9		714-77'	
		610-10+	
9-27		112-10'	
		116-15+	
11		740-01'	N66249
		740-03+	N66249
		740-09+	N66249
		740-26+	N66249
		740-71+	N66249
		740-86+	N66249
12		610-10'	
		610-20+	
		610-77+	
		730-81+	N68125
13		441-30	
15		730-77	
16		740-86'	N66249
		740-34+	
		610-10+	
		740-09+	N66249
		740-16+	N66249
19		441-10	AA
20		740-88'	
		730-85+	
		740-37+	
		610-10+	
		740-19+	AA
21		740-74	
22		143-20	N30700
24		610-10	
25		740-43'	
		740-84+	
26		740-74	
27		740-25	
28		141-87	
29		740-38	
31		219-10	
32		143-75	
33		730-25	N67406
35		171-20	N00105
36		821-09	
37		610-10'	
		730-25+	
38		740-60	
39		740-80	
40		219-77	
41		730-20	
42		842-09	
43		131-40	
44		421-48	
45		831-41	
48		219-10	
49		813-10	
51		219-30	
52		421-32	
54		171-20	
55		421-32	
56		890-56	
59		421-22	
60		421-48	
62		421-22	
63		143-77	
64		143-77	
65		740-78	
69		421-35	
71		421-48	
73		421-35	
74		219-77	
75		219-25	
76		421-35	
77		216-55	
78		740-80	
79		740-37	
80	MA	219-10	
81		421-32	
82	MA	171-20	N0348A
83		148-20	
86		218-60	
87		143-65'	
		171-20+	
		610-10+	
		131-15+	
88		219-77	
89	MA	143-10'	N0348A
	MA	730-10+	N0348A
93		219-77	
94		421-35	
95		219-10	
100		714-10	
102		124-50	
103		124-50	
105		412-45	
107		126-30	
109		730-76	
110		714-10	
111		832-29	
116	MA	171-20	N0348A
117		123-15	
118		123-15	
122		690-10	
124		843-30	
125		872-20	N67406
126		421-22	
127		421-22	
128		421-22	
145		148-45	
146		842-09	
147		842-09	
150		171-20	N32615
153		219-77	
156		760-20	
157		760-20	
162	HA	711-30	N62566
163	HA	711-31	N62566
182	HA	714-10	N62566
183	HA	714-10	N62566
186		126-40	
200		141-40'	
		141-70+	
		217-10+	
		137-10+	N66458
201		722-10	
202		124-30	
203		124-30	
206		121-20	
207		125-20	
208		812-09	
209		213-61'	
		812-09+	
210		134-20	
211		722-10'	
		821-09+	
212		143-46'	N67406
		721-12+	N67406
		721-40+	N67406
213		721-11'	
		721-12+	
		721-13+	
214		721-13	
215		721-11'	
		721-12+	
216		721-11'	
		610-10+	
		740-20+	
217		721-11'	
		721-12+	
218		721-11'	
		721-12+	
219		721-11'	
		721-12+	
220		721-11'	
		721-12+	
		721-13+	
222		610-77	
223		143-20	
224		740-34	
225		214-20'	
		218-60+	
227		811-59	
228		730-25	
229		116-40	
230		217-10	
233		821-32	
234		811-59	
235		714-10	
236		714-10	
237		714-10	
238		714-10	
239		714-10	
240		714-10	
241		714-10	
242		714-10	
243		714-10	
244		714-10	
245		143-77	
250		211-05'	
		211-06+	
		211-07+	
		171-20+	
		211-75+	
		211-96+	
		610-10+	
		141-60+	
		211-08+	
		211-21+	
		211-45+	
		211-54+	
252A		214-20	
254		179-50	
255		750-40	
256		750-20	
257		750-10	
265		730-25	
277		832-30	
280		131-50	
282		116-20	
283		421-35	
285		421-22	
286		421-22	
287		421-22	
288		421-22	
289		421-22	
290		421-22	
291		421-12	
292		141-25	
293		740-56	
294		441-10'	
		441-72+	
295		843-20	
296		133-25	
309		844-10	
310		871-25	
323		219-10	
332	DA	610-77	
333	DA	610-10	AA
334	DA	690-10	N63981
335	DA	740-23	N60672
336	DA	740-23	N60672
337	DA	171-15	
338	DA	171-15	
339	DA	171-15	
347		871-25	
349		711-30	
363	DA	730-10	
364	DA	740-20	
370	DA	750-10	
374	DA	610-77	
375	DA	219-77	
376	DA	721-13	
377	DA	831-09'	
	DA	831-10+	
378	DA	842-09	
381	DA	610-10	N63981
382	DA	740-43'	
	DA	171-50+	
383	DA	610-10	N63981
384	DA	721-11	
385	DA	841-40	
386	DA	842-09	
387	DA	750-20	
512		724-11'	
		724-12+	
		740-09+	
516		740-63	
517		131-35	
518		811-59	
523	UA	131-50	
524	UA	811-59	
537		832-29	
537A		832-30	
538		740-30	N66249
539		216-55'	N31455
		216-77+	N31455
543		421-22	
544		421-22	
548		421-12	
549		421-12	
555		143-77	
557	SA	179-35	
558	TA	179-35	
561	FA	219-25	
562		134-71	
563		134-10	
564	MA	171-20	
567	MA	811-09	N0348A
568	MA	171-77	N0348A
569	MA	831-10	N0348A
570	MA	740-78	
572	MA	811-09	N0348A
573	MA	171-20	
574	MA	171-20	
575	MA	723-20	
576	MA	171-20	N0348A
577	MA	171-20	
578	MA	171-20	N0348A
583		740-40	
584		441-10	AA
585		730-83'	
		730-84+	
592		131-40	
594		131-15	
600		134-71	
601		134-10	
611		211-81	
613		730-75	
614		740-53	
617		211-96'	
		218-61+	
618		690-10	
624	MA	725-10	N0348A
625	MA	725-10	N0348A
626		421-62	
629		610-72	N08867
630		610-72	N08867
631		610-72	N08867
633		143-77'	N08867
		214-51+	N08867
634		143-77	N08867
635		214-51'	N08867
		610-73+	N08867
638		832-30	
639		171-35	
640		219-77	
642		143-47	N67406
643		730-25	N67406
644		171-35	N0348A
645		550-10'	N00105
		540-10+	N66023
646		133-75	
647		441-30'	
		219-10+	
649		143-10'	N00105
		730-70+	N00105
650		124-30	
651		124-30	
652		126-30	
653		843-50	
654		125-20	
655		126-30	
656		411-82	
657		125-20	
790		711-70	
791		711-70	
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850		711-20	
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853		711-20	
854		711-20	
855		711-20	

CROSS REFERENCE INDEX

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P164- D E T A I L E D I N V E N T O R Y O F N A V A L S H O R E F A C I L I T I E S (PART 2) 30 SEPT 1994

AIR STATION, BRUNSWICK MAINE (CLAIMANT..LANTFLT) NORTHDIV

USER (N60087)...NAS BRUNSWICK ME

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENAUCISQL/TBOONUSSTNTRGOSADED	CUOSSTVOT	CPV (000)	RENT	ACRE/A	ONTAHVEARL/T	IRECG	LENGTH	WIDTH	HSETIOHY	EXCOTS	RNCMDS	EUCMTR	FNAUCMTS	MALTIBLE	USYRE
11110	RUNWAY/FIXED W			1953	P N 11	2211025	13505		177778	SY	8000	LF	8000	200		A	200040	IL19R		
	7320 STRC			1955	P N 11	2211025	13505		177778	SY	8000	LF	8000	200		A	200604	1R19L		
				TOTAL		4422050	27010		355556	SY	16000	LF								
111	RUNWAYS			TOTAL		4422050	27010		355556	SY	16000	LF								
11210	TAXIWAY			1953	P N 11	156000	953		57008	SY		X				A	200039			
	7330 STRC			1953	P N 11	1807864	9451		128813	SY		X				A	200603			
				1943	P N 11	825000	10635		91406	SY			6000	150		A	200922	9-27	+	
				TOTAL		2788864	21039		277227	SY										
112	TAXIWAYS			TOTAL		2788864	21039		277227	SY										
11320	ACFT PRKG APRN			1951	P N 11	4208954	27034		471189	SY						A	200042			
	7330 STRC																			
11340	ACFT ACC APRN			1951	P N 11	87422	562		9867	SY						A	200921			
	7330 STRC																			
113	APRONS			TOTAL		4296376	27596		481056	SY										
11615	ACFT RINSE FAC			1943	P N 11				1710	SY			6000	150		S	200922	9-27	+	
	7330 STRC																			
11620	COMPASS CAL PAD			1956	P N 13	23390	127		1257	SY				120		A	200350	282		
	7330 STRC																			
11635	ARM & DEARM PAD			1957	P N 11	108600	569		10666	SY			320	300		S	200995			
	7330 STRC																			
11640	GCA PAD			1963	S N 13	107016	499		1428	SY				47		A	200251	229		
	7330 STRC																			
11645	LINE VEH PKNG			1957	P N 11	44046	231		5888	SY			530	100		A	200996			
	7330 STRC																			
11655	ORD HNDL PAD			1983	P N 11	813830	1050		10666	SY		X				A	201102			
	7330 STRC																			
116	OTHER AFLD PVMT			TOTAL		1096882	2476		31615	SY										
12120	ACFT TRK FU FAC			1952	P N 11	40634	257				1800	GM	48	17	11	A	200209	206		
	7550 STRC																			
121	ACFT FUEL/DISP			TOTAL		40634	257				1800	GM								
12315	FILLING STN BLD			1984	P N 13	84833	107		124	SF	4	OL	16	8	9	1 A	201100	117		
	7520 BLDG			1984	P N 13	28734	36		42	SF			7	6	9	1 A	201101	118		
				TOTAL		113567	143		166	SF	4	OL								
123	VEH FUEL/DISP			TOTAL		113567	143		166	SF	4	OL								
12430	ACFT R/FUEL ST			1953	P N 11	103249	631				567000	GA		88	15	I	200212	202		
	71M0 STRC			1953	P N 11	103249	631				567000	GA		88	15	I	200213	203		
				1992	P N 13	1660000	1768				846000	GA				A	201128	650		
				1992	P N 13	1660000	1768				846000	GA				A	201129	651		
				TOTAL		3526498	4797				2826000	GA								
12450	VEH R/FUEL ST			1943	P N 11	50670	653				100000	GA		44	12	A	200223	102		
	71M0 STRC			1943	P N 11	50670	653				100000	GA		44	12	A	200224	103		
				TOTAL		101340	1306				200000	GA								
124	OPER FUEL STOR			TOTAL		3627838	6103				3026000	GA								
12510	POL PIPELINE			1953	P N 13	21445	131				1.75MI					A	200455			
	71M0 STRC																			
12520	SHLTR MISC PIPE			1952	P N 11	21336	135		400	SF			23	16	9	1 A	200208	207		
	71M0 BLDG			1992	P N 11	172000	183		2145	SF			65	33	14	1 A	201132	654		
				1992	P N 11	26000	28		70	SF		X	10	7	7	1 A	201135	657		
				TOTAL		219336	346		2615	SF										
125	POL PIPELINE			TOTAL		240781	477		2615	SF	1.75MI									
12630	TK TR/CR LD FAC			1943	P N 11	1550	20				4	OL	15	5		S	200015	107		
	7520 STRC			1992	P N 11	300000	320				4	OL X	66	38	22	1 A	201130	652		
				1992	P N 11	250000	266				4	OL	229	22		A	201133	655		
				TOTAL		551550	606				12	OL								
12640	TK TR/CR UNLD F			1943	S N 13	1272	16				4	OL	50	14	16	A	201126	186		
	7520 STRC																			
126	OTHER FUEL/DISP			TOTAL		552822	622				16	OL								
13115	COMM CENTER			1988	P N 11				11208	SF		X	362	230	16	1 A	201123	87	+	
	71K0 BLDG			1950	P N 16	37741	267		900	SF				49	25	A	200977	594		
				TOTAL		37741	267		12108	SF										
13135	RECEIVER BLDG			1958	P N 11	49735	255		1106	SF		X	68	18	10	1 A	200549	517		
	71K0 BLDG																			
13140	TELE EX BLDG			1988	P N 13	169761	193		1156	SF			34	34	13	1 A	201108	43		
	71K0 BLDG			1950	P N 16	42134	298		1621	SF			64	25	16	1 A	200975	592		
				TOTAL		211895	491		2777	SF										
13150	TRANSMITTER BLD			1956	P N 11	55459	301		974	SF			58	18	10	1 A	200416	280		
	71K0 BLDG																			

CATEGORY CODE	DESCRIPTION	MAINT FAC TYPE	CHENBOOSOAUNUTNCISSADQLTNTO/TRGED	CUOSSTOTV OT	CPV (000)	REN	ARE A	ONTAHV EA/RL	IRE RE/T	LEWGT G	WIDTH H	HSETIOGRHY	EXCOCNTS	RNEUOBCMDS	FNAUIBLEDR	MALTUSYRE
131	COMMS-BUILDINGS	TOTAL	354830	1314	16965	SF										
13325	TACAN BLDG 7170 BLDG	1956 P N 11	84855	322	408	SF				16	25	10	1 A	200413	296	
13375	AIR RADAR BLDG 7170 BLDG	1979 P N 13	224014	363	480	SF				12	40	47	1 A	201054	646	
133	NAV TR AID-BLDG	TOTAL	308869	685	888	SF										
13410	AWT NAVGTN 7570 STRC	1960 P N 13 1965 P N 1B TOTAL	1300 750 2050	6 3 10				1 EA 1 EA 2 EA		9 6	7 4	12 9	A A	200918 201015	563 601	
13420	BEACON/AIRCRAFT 7570 STRC	1954 P N 13	5125	30				1 EA		13	13	73	A	200049	210	
13455	VIS APP SL IND 7570 STRC	1964 S N 13	24365	111				1 EA					A	200963		
13464	RUNWAY DIST MRK 7570 STRC	1971 P N 13	24022	76				28 EA					A	201023		
13466	VOR/TACAN FAC 7570 STRC	1970 P N 13	1400	5				4 EA					AS	201024		
13471	AVI METEOR FAC 7570 STRC	1960 P N 13 1965 P N 1B TOTAL	1150 750 1900	6 3 9				1 EA 1 EA 2 EA		8 6	6 4	10 9	A A	200917 201014	562 600	
134	NAVTR AID-OTHER	TOTAL	58862	241				38 EA								
13510	COMM LINES 6A60 UTIL	1959 P N 11	213769	439				8.29MI					A	200597		
135	COMMS LINES	TOTAL	213769	439				8.29MI								
13610	APPROACH LTNG 7550 STRC	1967 P N 11 1981 P N 2A TOTAL	154217 557648 711865	636 636				1680 LF 2600 LF 4280 LF		1680 2600			A A	201009 201069		
13630	RUNWAY LIGHTING 7550 STRC	1943 P N 11	349626	2411				16000 LF					A	200419		
13635	R/CTR/LINE LTG 7550 STRC	1965 P N 11	105398	465				8000 LF		8000			A	200966		
13650	TAXIWAY LTG 7550 STRC	1953 P N 11	326130	1296				15940 LF		15940			A	200545		
13660	THRESHOLD LTG 7550 STRC	1964 P N 13	11945	54				80 EA					A	200962		
136	AFLD PVMT LTING	TOTAL	1504964	4862				44220 LF								
14125	CMB FIR/RES STN 71L0 BLDG	1957 P N 11	224511	934	10665	SF			X	78	72	30	3 A	200415	292	
14140	ACFT OPER BLDG 71L0 BLDG	1954 P N 11	542571	3196	9947	SF			X	203	77	62	5 A	200248	200	'
14160	PHOTO BUILDING 71L0 BLDG	1956 P N 11			6430	SF			X	320	281	57	2 A	200345	250	+
14170	CONTROL TOWER 71L0 BLDG	1954 P N 11			2956	SF			X	203	77	62	5 A	200248	200	+
14187	LOX/NITROGN FAC 71L0 BLDG	1944 S N 11	14538	176	784	SF			X	39	28	13	1 A	200084	28	
141	OPERATION BLDGS	TOTAL	781620	4307	30782	SF										
14320	ORD OPER BLDG 71M0 BLDG	1953 P N 13	54505	333	4284	SF				102	42	17	1 A	200185	223	
14365	OPCON CENTER 71M0 BLDG	1988 P N 11	7819942	8876	23746	SF			X	362	230	16	1 A	201123	87	'
14375	POL OP BLDG 71M0 BLDG	1981 P N 13	99999	138	1500	SF				50	30	12	1 A	201073	32	
14377	OPERTNL STRG 71M0 BLDG	1943 S N 11 1943 S N 11 1956 S N 13 1959 P N 11 TOTAL	5600 5600 1434 345890 358524	72 72 8 551 702	1010 1010 229 6400 8649	SF SF SF SF SF				50 50 16 160	20 20 14 40	8 8 11 17	S S 1 A 1 S	200112 200113 200346 200598	63 64 245 555	
143	SHIP&OTH OP BLD	TOTAL	8332970	10049	38179	SF										
14820	ORD DISP AREA 75W0 STRC	1981 P N 11	104546	145				1 EA					A	201072	83	
14845	RAIL/TRK RCV ST 75W0 STRC	1943 S N 11	3000	38	826	SY		1 EA		59	14	4	A	200331	145	
148	SHIP OPRTNL FAC	TOTAL	107546	183	826	SY		2 EA								
14930	ACFT ARR GEAR 7560 STRC	1958 S N 11	31098	162				1 EA					A	200548		
149	OP FAC-OTHER	TOTAL	31098	162				1 EA								

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CU OS S G TO TV OT	C P V (000)	R E N T	A R E A	ON TA HV EA RL /T	I R E G	L E N G T H	W I D T H	HS ET IO GR HY TS	E C O C N E D S TS	RN EU CM OB DR	FN AU CM IB RE LE YR	M L T U S E
17120	APPL INSTR BLDG			1982	P N 11				3814	SF		X	866	194	57	1 A	201096	5 +
	7110 BLDG			1988	P N 12	3010000	3416		30000	SF		X	302	43	16	1 A	201110	54
				1988	P N 11				7083	SF		X	362	230	16	1 A	201123	87 +
				1956	P N 11				2414	SF		X	320	281	57	2 A	200345	250 +
				TOTAL		3010000	3416		43311	SF								
17135	OP TRAINER BLDG			1975	P N 11	200859	447		3540	SF		X	59	50	12	1 A	201040	639
	7110 BLDG																	
171	TRAINING BLDGS			TOTAL		3210859	3863		46851	SF								
17945	TRNG MOCK-UPS			1960	P N 13	1418	7				1 EA		40	40		A	200611	
	7570 STRC																	
17950	TRNG COURSE			1957	P N 13	914	5		1	AC	1 EA		13	6	8	A	200547	254
	7570 STRC																	
179	TRAINING-OTHER			TOTAL		2332	12		1.00	AC	2 EA							
21103	CORROS CON HANG			1982	P N 11				16592	SF		X	866	194	57	1 A	201096	5 +
	71U0 BLDG																	
21105	MAINT HNGR-OH S			1942	P N 11	1096050	14838		72150	SF		X	215	293	46	2 S	200057	1 '
	71U0 BLDG			1942	P N 11				23080	SF		X	215	293	46	2 S	200058	2 +
				1942	P N 11	787122	10656		55720	SF		X	215	293	46	2 S	200059	3 '
				1982	P N 11	12998099	17404		89592	SF		X	866	194	57	1 A	201096	5 '
				1956	P N 11	9547213	20234		39375	SF		X	320	281	57	2 AS	200345	250 '
				TOTAL		24428484	63133		279917	SF								
21106	MAINT HNGR-01 S			1942	P N 11				9965	SF		X	215	293	46	2 S	200057	1 +
	71U0 BLDG			1942	P N 11				5390	SF		X	215	293	46	2 A	200058	2 +
				1942	P N 11				9760	SF		X	215	293	46	2 S	200059	3 +
				1982	P N 11				25580	SF		X	866	194	57	1 A	201096	5 +
				1956	P N 11				7919	SF		X	320	281	57	2 A	200345	250 +
				TOTAL					58614	SF								
21107	MAINT HNGR-02 S			1942	P N 11				11920	SF		X	215	293	46	2 S	200057	1 +
	71U0 BLDG			1942	P N 11				4519	SF		X	215	293	46	2 A	200058	2 +
				1942	P N 11				9960	SF		X	215	293	46	2 S	200059	3 +
				1982	P N 11				27401	SF		X	866	194	57	1 A	201096	5 +
				1956	P N 11				24882	SF		X	320	281	57	2 A	200345	250 +
				TOTAL					78682	SF								
21108	AIRFRAMES SHOP			1956	P N 11				7393	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG																	
21115	LINE MAINT SHEL			1982	P N 11				475	SF		X	866	194	57	1 A	201096	5 +
	71U0 BLDG																	
21121	ENG MAINT SHOP			1956	P N 11				16727	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG																	
21145	AVIONICS SHOP			1956	P N 11				32552	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG																	
21154	AVIATION ARMAMT			1956	P N 11				5139	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG																	
21175	PARACHUTE/SURVI			1956	P N 11				4488	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG																	
22181	ENG TEST CELL			1967	P N 11	177655	680		2484	SF	1 EA	X	62	48	20	1 A	200993	611
	71U0 BLDG																	
21196	MAINT,A/C SPARE			1956	P N 11				11400	SF		X	320	281	57	2 A	200345	250 +
	71U0 BLDG			1968	P N 13	18260	72		4013	SF			180	40	19	1 A	201000	617 '
				TOTAL		18260	72		15413	SF								
211	MNT-AIRCRAFT			TOTAL		24624399	63885		518476	SF	1 EA							
21361	RIGGING SHOP			1954	P N 11	24105	142		1627	SF		X	71	40	11	1 A	200204	209 '
	71V0 BLDG																	
213	MNT-SHIPS			TOTAL		24105	142		1627	SF								
21420	AUTO VEH SHOP			1953	P N 13	391034	1826		13420	SF		X	203	175	21	1 A	200205	225 '
	7120 BLDG			1957	S N 11	460000	2438		5100	SF			102	50	18	1 A	201139	252A
				TOTAL		851034	4263		18520	SF								
214	MNT-TANK/AUTO			TOTAL		851034	4263		18520	SF								
21655	AR/UWT WPNS SHP			1993	P N 11	328000	337		4000	SF			100	40	20	1 A	201142*	77
	7120 BLDG																	
216	MNT-AMMUNITION			TOTAL		328000	337		4000	SF								
21710	ELEC COM MTN SH			1942	P N 11				739	SF		X	215	293	46	2 A	200058	2 +
	7120 BLDG			1954	P N 11				1988	SF		X	203	77	62	5 A	200248	200 +
				1956	P N 13	34610	188		456	SF		X	28	18	10	1 A	200310	230
				TOTAL		34610	188		3183	SF								
217	MNT-ELECNX/COMS			TOTAL		34610	188		3183	SF								
21860	ACFT G/SPT SHOP			1992	P N 11	2902000	3091		31980	SF			246	130	38	1 A	201136	86
	7120 BLDG			1953	P N 13				1600	SF		X	203	175	21	1 A	200205	225 +
				TOTAL		2902000	3091		33580	SF								

CATEGORY CODE DESCRIPTION MAINT FAC COST ACC TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CUOS SG TO TV OT	C P V (000)	R E N T	A R E A	ON TA HV EA RL /T	I R E G	L E N G T H	W I D T H	HS ET IO HY TS	E CX OC TS	RN EU CN OB RE DR	FN AU CM IB LE YR	M L T U S E
21861 G/SPT EQ HLD SH 1968 P N 13					3200	SF			180	40	19	1 A	201000 617	+
7120 BLDG														
218 MNT-MISC/PROC	TOTAL	2902000	3091		36780	SF								
21910 PW SHOP	1942 P N 11				3638	SF		X	215	293	46	2 A	200058 2	+
7120 BLDG	1943 S N 11	21457	275		1973	SF			61	32	15	1 A	200062 6	
	1944 S N 11				7413	SF		X	210	45	24	2 S	200064 8	+
	1981 S N 13	9526	13		288	SF			24	12	8	1 A	201065 31	
	1943 S N 11	11979	135		3260	SF			80	40	12	1 A	200098 48	
	1945 S N 11	902	10		259	SF		X	15	19	9	1 I	200143 95	
	1949 S Y 13	3281	24		440	SF			22	20	14	1 A	200298 323	
	1978 P N 13				1203	SF			67	23	10	1 A	201048 647	+
	TOTAL	47145	458		18474	SF								
21920 PAV/GRNDS EQ SH 1942 P N 11		470465	6209		24000	SF		X	215	293	46	2 A	200058 2	+
7120 BLDG														
21925 PW SHOP STOR	1944 S N 11				805	SF		X	210	45	24	2 S	200064 8	+
7120 BLDG	1945 P N 11	2400	27		332	SF			21	15	9	1 A	200124 75	
	TOTAL	2400	27		1137	SF								
21930 PAINT/RELAT OPS 1944 P N 11		8750	107		1870	SF		X	47	42	14	1 A	200100 51	
7120 BLDG														
21977 PW MAINT STRGE	1942 P N 11				178	SF		X	215	293	46	2 A	200058 2	+
7120 BLDG	1986 S N 12	320001	385		352	SF			22	16	8	1 A	201114 40	
	1944 S N 11	9971	121		3072	SF			96	32	12	1 A	200123 74	
	1945 S N 11	3288	37		1462	SF			72	20	12	1 S	200137 88	
	1943 S N 11	12161	156		2400	SF			60	40	20	1 S	200141 93	
	1992 P N 11	187000	199		7800	SF			130	60	27	1 A	201138 153	
	1974 S N 11	12262	30		912	SF			38	24		1 A	201042 640	
	1945 S N 11	3930	44		1474	SF			72	20	13	1 A	200153 T205	
	TOTAL	548613	972		17650	SF								
219 MNT-INS REP OPN	TOTAL	1077373	7772		63131	SF								
41182 CONTAM FUEL ST	1992 P N 11	41000	44				20000	BL X	31	11	12	1 A	201134 656	
75A0 STRC														
411 LIQ FUEL STOR	TOTAL	41000	44				20000	BL						
41245 MISC LIQUID STR 1943 S N 11		5000	64				25000	GA	40	10		A	200225 105	
75A0 STRC														
412 LIQ STOR O/T WF	TOTAL	5000	64				25000	GA						
42112 FUSE & DET MAG	1956 P N 13	3093	17		192	SF	280	CF	16	12	9	A	200428 291	
71N0 STRC	1959 P N 13	14994	75		192	SF	500	CF	16	12	10	A	200594 548	
	1959 P N 13	10156	50		192	SF	500	CF	16	12	10	A	200595 549	
	TOTAL	28243	142		576	SF	1280	CF						
42122 HIGH EXP MAG	1943 S N 11	10846	139		1010	SF	2760	CF	50	20	7	1 A	200108 59	
71N0 STRC	1943 S N 11	10847	139		1010	SF	2760	CF	50	20	8	A	200111 62	
	1983 P N 1B	167830	217		2040	SF			204	10	10	A	201103 126	
	1983 P N 1B	45771	59		264	SF			22	12	9	A	201104 127	
	1983 P N 1B	47079	61		266	SF			19	14	9	A	201105 128	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200422 285	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200423 286	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200424 287	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200425 288	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200426 289	
	1956 P N 11	31467	171		1493	SF	5900	CF	51	29	13	A	200427 290	
	1958 P N 11	68985	353		1232	SF	9860	CF	44	27	13	A	200574 543	
	1958 P N 11	89659	459		2252	SF	18020	CF	81	27	13	A	200575 544	
	TOTAL	629819	2452		17032	SF	68800	CF						
42132 INERT STOREH	1943 P N 11	17000	219		4000	SF			40	100	17	A	200101 52	
71N0 BLDG	1943 T N 11	2260	29		413	SF	333	CF	20	20	8	1 I	200104 55	
	1980 P N 13	98141	147		4000	SF			100	40	19	1 A	201058 81	
	TOTAL	117401	395		8413	SF	333	CF						
42135 READY MAGAZINE	1943 S N 11	800	10		63	SF	150	CF	9	7	8	S	200118 69	
71N0 STRC	1945 P N 11	800	9		64	SF	126	CF	8	8	9	S	200122 73	
	1981 P N 13	7479	10		94	SF			10	10	8	1 A	201064 76	
	1945 P N 11	800	9		64	SF	126	CF	8	8	9	S	200142 94	
	1956 P N 13	1484	8		224	SF	640	CF	18	12	12	S	200420 283	
	TOTAL	11363	47		509	SF	1042	CF						
42148 S ARMS/PYRO MAG	1943 S N 11	8056	103		1258	SF	11250	CF	50	25	9	A	200094 44	
71N0 STRC	1943 S N 11	12105	155		1010	SF	7929	CF	50	20	7	A	200109 60	
	1943 P N 11	12433	160		1010	SF	4524	CF	50	20	7	A	200263 71	
	TOTAL	32594	419		3278	SF	23703	CF						
42162 SP WPN MAG DEP	1973 P N 11	82965	138		3198	SF	10353	CF	41	26	23	1 A	201030 626	
71N0 STRC														
421 AMMO STOR/DEPOT	TOTAL	902385	3592		33006	SF	105511	CF						
44110 GEN WHSE/BULK	1981 P N 11	150000	207						100	60	24	1 A	201077 19	
7140 BLDG	OG/DEFENSE LOGISTICS AGENCY				6000	SF	126000	TC		EXPIR DT 19900630			AA	

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENBOOSOAUNUTNCISSADQLTNTO/TRGED	CUOSSGTOTV	CFV (000)	REN	AREA		ONTAHVEARL/T	IRNG	LEWTE	WIDH	HSETIOHT	EXCGHY	RNEDTS	EXCTS	FNCOBDR	MAUIBRE	MLUSYRE
44110	GEN WHSE/BULK			1956	P N 11	527000	2861		63280	SF	650389	TC	X	352	218	24	1	A	200414	294	'
7140	BLDG			1965	P N 13	52537	226							180	40	17	1	A	200973	584	
				OG/DEFENSE LOGISTICS AGENCY					7200	SF					EXPIR DT 19900630				AA		
				TOTAL		729537	3295		76480	SF	776389	TC									
44130	HAZ FLAM STHSE			1944	S N 11	21558	262		6049	SF	25650	TC	X	71	92	14	1	S	200069	13	
7140	BLDG			1978	P N 13	9870	18		338	SF	2304	TC		67	23	10	1	A	201048	647	'
				TOTAL		31428	280		6387	SF	27954	TC									
44172	SERVMARTS			1956	P N 11				1250	SF	20900	TC	X	352	218	24	1	A	200414	294	+
7140	BLDG																				
441	COV STOR/DEPOT			TOTAL		760965	3575		84117	SF	825243	TC									
45110	OPEN STORAGE AR			1943	P N 11	18606	240		7310	SY								A	200020		
7340	STRC			1965	P N 13	16723	74						X	350	278			A	201025	NA	
				OG/DEFENSE PROP DISP OFFICE					9556	SY					EXPIR DT 19900630				AA		
				TOTAL		35329	314		16866	SY											
451	OPEN STOR/DEPOT			TOTAL		35329	314		16866	SY											
61010	ADMIN OFF			1942	P N 11				3959	SF			X	215	293	46	2	A	200058	2	+
7160	BLDG			1942	P N 11	457766	1869		14424	SF			X	144	110	23	2	A	200060	4	'
				1944	S N 11	119270	1300		10052	SF			X	210	45	24	2	S	200064	8	'
				1943	S Y 11				2460	SF			X	148	60	23	1	A	200065	9	+
				1945	S N 11	266383	2962		13289	SF			X	170	97	24	1	A	200068	12	'
				1943	S N 11				459	SF			X	196	68	15	1	S	200072	16	+
				1943	S N 11				3069	SF			X	169	169	25	2	A	200076	20	+
				1982	P N 11	876611	1174		10000	SF			X	145	100	40	1	A	201078	24	
				1943	S N 11	16078	196		2150	SF			X	64	48	11	1	A	200090	37	'
				1988	P N 11				10476	SF			X	362	230	16	1	A	201123	87	+
				1954	P N 11				8427	SF			X	238	31	34	3	S	200243	216	+
				1956	P N 11				20140	SF			X	320	281	57	2	A	200345	250	+
				TOTAL		1736108	7501		98905	SF											
61020	DATA PROC CTR			1945	S N 11				6185	SF			X	170	97	24	1	A	200068	12	+
7160	BLDG																				
61077	ADMIN STRG RDY			1945	S N 11				880	SF			X	170	97	24	1	A	200068	12	+
7160	BLDG			1954	P N 11	8500	50		706	SF				20	17	30	1	A	200202	222	
				TOTAL		8500	50		1586	SF											
610	ADMIN BLDGS			TOTAL		1744608	7551		106676	SF											
69010	FLGPL/BBRD/MRKR			1953	S N 13	2027	12				1	EA		12	3			A	200271		
7500	STRC			1953	P N 13	1820	11				1	EA			1	55		A	200052	122	
				1954	P N 14	800	5				1	EA				40		A	201002	618	
				TOTAL		4647	28				3	EA									
690	OTHER ADM FACIL			TOTAL		4647	28				3	EA									
71120	ENC WEPY EM			1954	P Y 17	25933	153		2136	SF	2	FA	X	85	35	11	1	A	200509	801	
	BLDG			1954	P Y 17	25950	153		2136	SF	2	FA	X	85	35	11	1	A	200510	802	
				1954	P Y 17	65855	388		4704	SF	6	FA	X	180	60	11	1	A	200511	803	
				1954	P Y 17	44799	264		3500	SF	4	FA	X	140	38	11	1	A	200512	804	
				1954	P Y 17	42108	248		3208	SF	4	FA	X	135	38	11	1	A	200513	805	
				1954	P Y 17	55322	326		4302	SF	5	FA	X	175	40	11	1	A	200514	806	
				1954	P Y 17	68536	404		4996	SF	6	FA	X	185	65	11	1	A	200515	807	
				1954	P Y 17	53758	317		4032	SF	5	FA	X	143	38	11	1	A	200516	808	
				1954	P Y 17	45332	267		3388	SF	4	FA	X	90	60	11	1	A	200517	809	
				1954	P Y 17	31584	186		2206	SF	3	FA	X	95	55	11	1	A	200518	810	
				1954	P Y 17	21267	125		1592	SF	2	FA	X	60	40	11	1	A	200519	811	
				1954	P Y 17	32067	189		2206	SF	3	FA	X	85	55	11	1	A	200520	812	
				1954	P Y 17	10688	63		802	SF	1	FA		34	30	11	1	A	200521	813	
				1954	P Y 17	42756	252		3208	SF	4	FA	X	135	45	11	1	A	200522	814	
				1954	P Y 17	42756	252		3208	SF	4	FA	X	135	45	11	1	A	200523	815	
				1954	P Y 17	32067	189		2206	SF	3	FA	X	85	55	11	1	A	200524	816	
				1954	P Y 17	34753	205		2498	SF	3	FA	X	85	55	11	1	A	200525	817	
				1954	P Y 17	32067	189		2206	SF	3	FA	X	85	55	11	1	A	200526	818	
				1954	P Y 17	66821	394		5104	SF	6	FA	X	228	40	11	1	A	200527	819	
				1954	P Y 17	32100	189		2206	SF	3	FA	X	85	55	11	1	A	200528	820	
				1954	P Y 17	34753	205		2498	SF	3	FA	X	90	45	11	1	A	200463	821	
				1954	P Y 17	21377	126		1604	SF	2	FA		68	30	11	1	A	200464	822	
				1954	P Y 17	32067	189		2406	SF	3	FA	X	100	35	11	1	A	200465	823	
				1954	P Y 17	53446	315		3810	SF	5	FA	X	155	50	11	1	A	200466	824	
				1954	P Y 17	76168	449		5360	SF	7	FA	X	210	65	11	1	A	200467	825	
				1954	P Y 17	32067	189		2206	SF	3	FA	X	90	48	11	1	A	200468	826	
				1954	P Y 17	24929	147		1990	SF	2	FA	X	80	35	11	1	A	200469	827	
				1954	P Y 17	54568	321		4036	SF	5	FA	X	155	45	11	1	A	200470	828	
				1954	P Y 17	35618	210		2692	SF	3	FA	X	100	50	11	1	A	200471	829	
				1954	P Y 17	25628	151		2066	SF	2	FA		80	32	11	1	A	200472	830	
				1954	P Y 17	33585	198		2371	SF	3	FA	X	95	50	11	1	A	200473	831	
				1954	P Y 17	48019	283		3780	SF	4	FA	X	155	50	11	1	A	200474	832	
				1954	P Y 17	33585	198		2571	SF	3	FA	X	110	35	11	1	A	200475	833	
				1954	P Y 17	25628	151		2066	SF	2	FA		80	33	11	1	A	200476	834	

CATEGORY CODE DESCRIPTION MAINT FAC COST ACC TYPE	CHEM BOOSO AUNUTN CISSAD QLTNTO /TRGED	CUOS SG TO TV OT	C P V (000)	R E N T	A R E A	ON TA HV EA RL /T	I R N G D	L E G E T H	W I T H	HS XT IO GR HY TS	E CX OC NE TS	RN EU CM OB RE DR	FN AU CM IB LE YR	M L T U S E
71120 ENC VERY EM	1954 P Y 17	25416	150		2043	SF	2	FA X	80	34	11	1 A	200477	835
BLDG	1954 P Y 17	25628	151		2066	SF	2	FA	80	33	11	1 A	200478	836
	1954 P Y 17	25416	150		2043	SF	2	FA X	70	50	11	1 A	200479	837
	1954 P Y 17	25416	150		2043	SF	2	FA X	80	34	11	1 A	200480	838
	1954 P Y 17	34753	205		2498	SF	3	FA X	90	50	11	1 A	200481	839
	1954 P Y 17	34750	205		2498	SF	3	FA X	90	50	11	1 A	200482	840
	1954 P Y 17	66815	394		5104	SF	6	FA X	225	42	11	1 A	200483	841
	1954 P Y 17	66815	394		5104	SF	6	FA X	225	42	11	1 A	200484	842
	1954 P Y 17	34750	205		2498	SF	3	FA X	90	50	11	1 A	200485	843
	1954 P Y 17	34750	205		2498	SF	3	FA X	90	50	11	1 A	200486	844
	1954 P Y 17	42752	252		3008	SF	4	FA	125	50	11	1 A	200487	845
	1954 P Y 17	34747	205		2498	SF	3	FA X	90	50	11	1 A	200488	846
	1954 P Y 17	44091	260		3254	SF	4	FA X	125	55	11	1 A	200489	847
	1954 P Y 17	66815	394		5104	SF	6	FA X	125	45	11	1 A	200490	848
	1954 P Y 17	56127	331		4302	SF	5	FA X	173	40	11	1 A	200491	849
	1954 P Y 17	34747	205		2498	SF	3	FA X	90	50	11	1 A	200492	850
	1954 P Y 17	90871	535		7000	SF	8	FA X	185	105	11	1 A	200493	851
	1954 P Y 11	42748	252		3008	SF	4	FA X	85	85	11	1 A	200494	852
	1954 P Y 17	21373	126		1604	SF	2	FA	70	34	11	1 A	200495	853
	1954 P Y 17	21373	126		1604	SF	2	FA	70	34	11	1 A	200496	854
	1954 P Y 17	24925	147		1990	SF	2	FA X	80	35	11	1 A	200497	855
	1954 P Y 17	24060	142		1896	SF	2	FA	70	34	11	1 A	200498	856
	1954 P Y 17	35612	210		2692	SF	3	FA X	100	50	11	1 A	200499	857
	1954 P Y 17	70397	415		5494	SF	6	FA X	195	85	11	1 A	200500	858
	1954 P Y 17	33579	198		2371	SF	3	FA X	95	50	11	1 A	200501	859
	1954 P Y 17	25624	151		2066	SF	2	FA	80	33	11	1 A	200502	860
	1954 P Y 17	33579	198		2571	SF	3	FA X	110	35	11	1 A	200503	861
	1954 P Y 17	31383	185		2504	SF	2	FA X	100	35	11	1 A	200504	862
	1954 P Y 17	25412	150		2043	SF	2	FA X	80	35	11	1 A	200505	863
	1954 P Y 17	25624	151		2066	SF	2	FA X	65	65	11	1 A	200506	864
	1954 P Y 17	25412	150		2043	SF	2	FA X	70	65	11	1 A	200507	865
	1954 P Y 17	27353	161		2254	SF	2	FA	90	35	11	1 A	200508	866
	TOTAL	2551070	15028		191565	SF	224	FA						
71126 ENC CAPE JR OFF	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200788	889
BLDG	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200789	890
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200790	891
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200791	892
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200792	893
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200793	894
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200794	895
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200795	896
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200796	897
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200797	898
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200798	899
	1960 P Y 11	26503	129		3060	SF	2	FA X	79	40	19	2 A	200799	900
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200800	901
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200801	902
	1960 P Y 11	26428	129		3060	SF	2	FA X	79	40	19	2 A	200802	903
	TOTAL	396495	1934		45900	SF	30	FA						
71127 ENC CAPE FD OFF	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200706	875
BLDG	1960 P Y 11	14975	73		1755	SF	1	FA X	62	48	12	1 A	200707	876
	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200708	877
	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200709	878
	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200710	879
	1960 P Y 11	14975	73		1755	SF	1	FA X	62	48	12	1 A	200711	880
	1960 P Y 11	14975	73		1755	SF	1	FA X	62	48	12	1 A	200712	885
	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200713	886
	1960 P Y 11	14975	73		1755	SF	1	FA X	62	48	12	1 A	200714	887
	1960 P Y 11	14974	73		1755	SF	1	FA X	62	48	12	1 A	200715	888
	TOTAL	149744	730		17550	SF	10	FA						
71128 ENC CAPE SR OFF	1960 P Y 11	16262	79		1813	SF	1	FA X	62	48	12	1 A	200702	881
BLDG	1960 P Y 11	16261	79		1813	SF	1	FA X	48	29	12	1 A	200703	882
	1960 P Y 11	16262	79		1813	SF	1	FA X	64	48	12	1 A	200704	883
	1960 P Y 11	16262	79		1813	SF	1	FA X	64	48	12	1 A	200705	884
	1960 P Y 11	21793	106		2585	SF	1	FA X	85	33	12	1 A	200701	904
	TOTAL	86840	424		9837	SF	5	FA						
71129 ENC CAPE FG OFF	1960 P Y 11	28912	141		3387	SF	1	FA X	110	34	19	1 A	200700	905
BLDG														
71130 FUND 50-69 EM	1958 P Y 13	21749	111		2146	SF	1	FA X	36	36	24	1 A	200447	349
BLDG	1954 P Y 13	9913	58		1110	SF	1	FA X	29	27	11	1 A	200233	EA
	1954 P Y 13	9913	58		1110	SF	1	FA X	29	27	11	1 A	200234	EB
	1954 P Y 13	9913	58		1110	SF	1	FA X	29	27	11	1 A	200235	EC
	1954 P Y 13	9913	58		1110	SF	1	FA X	29	27	11	1 A	200236	ED
	1954 P Y 13	9913	58		1110	SF	1	FA X	29	27	11	1 A	200237	EE
	TOTAL	71314	403		7696	SF	6	FA						

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENAUNUTN CISSAD QLTNTO /TRGED	CUOSOS TOTV OT	CRAE (000)	RNT	AEA	ONTAEVE RL /T	IRNGTG	LEWTDH	HSEITH	OCTHY	ECXTS	RNEDS	FNCMTS	ARE DR	MLATLE YR	S E
71131	FUND 50-69 JR BLDG			1954	P Y 13	12265	72		1219	SF	1	FA X	61	26	11	1 A		200228	E	
				1954	P Y 13	12131	71		1219	SF	1	FA X	61	26	11	1 A		200229	F	
				1954	P Y 13	12131	71		1219	SF	1	FA X	61	26	11	1 A		200230	G	
				1954	P Y 13	12131	71		1219	SF	1	FA X	61	26	11	1 A		200231	H	
				1954	P Y 13	12131	71		1219	SF	1	FA X	61	26	11	1 A		200232	I	
				TOTAL		60789	358		6095	SF	5	FA								
71141	PUB FRE 1950 JR BLDG			1925	P Y 18	6503	103		1750	SF	1	FA	31	26	27	2 A		200056	D	
71143	PUB FRE 1950 SR BLDG			1943	P Y 11	10895	140		2721	SF	1	FA X	43	33	31	2 A		200053	A	
				1943	P Y 11	10736	138		2721	SF	1	FA X	43	33	31	2 A		200054	B	
				TOTAL		21631	279		5442	SF	2	FA								
71170	FUND 70 ENL BLDG			1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201085	790	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201086	791	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201087	792	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201088	793	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201089	794	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201090	795	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201091	796	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201092	797	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201093	798	
				1982	P Y 11	266545	357		8274	SF	6	FA X	123	33	21	2 A		201094	799	
				1982	P Y 11	57443	77		1783	SF	2	FA X	49	36	21	2 A		201095	800	
				TOTAL		2722893	3646		84523	SF	62	FA								
711	FAM HSG/DWELLG			TOTAL		6096191	23047		373745	SF	346	FA								
71410	DETACHED GARAGE BLDG			1944	S Y 11	1200	15		267	SF	1	VE	22	12	10	1 A		200147	100	
				1943	S Y 11	2000	26		664	SF	3	VE	29	22	10	1 A		200146	110	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200253	235	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200254	236	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200255	237	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200256	238	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200257	239	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200261	240	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200262	241	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200260	242	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200259	243	
				1955	S Y 11	1709	10		297	SF	1	VE	24	12	10	1 A		200258	244	
				1954	P Y 17	11616	68		3319	SF	16	VE	160	20	10	1 A		200579	867	
				1954	P Y 17	11616	68		3319	SF	16	VE	160	20	10	1 A		200580	868	
				1954	P Y 17	10895	64		3113	SF	15	VE	150	20	10	1 A		200581	869	
				1954	P Y 17	8001	47		2286	SF	11	VE	110	20	10	1 A		200582	870	
				1954	P Y 17	8001	47		2286	SF	11	VE	110	20	10	1 A		200583	871	
				1954	P Y 17	15232	90		4352	SF	21	VE	210	20	10	1 A		200584	872	
				1954	P Y 17	5117	30		1462	SF	7	VE	70	20	10	1 A		200585	873	
				1954	P Y 17	13786	81		3938	SF	19	VE	190	20	10	1 A		200586	874	
				TOTAL		104554	635		27976	SF	130	VE								
71477	HSG,DET,MSC STG BLDG			1943	S Y 11	151872	1161		6428	SF	X		148	60	23	1 A		200065	9	'
714	FAM HSG/DET FAC			TOTAL		256426	1796		34404	SF	130	VE								
72111	BEQ E1/E4 7170 BLDG			1954	P N 11	1030154	2842		9511	SF	51	PN X	238	31	34	3 S		200240	213	'
				1954	P N 11	1037407	2885		16232	SF	87	PN X	238	31	34	3 S		200242	215	'
				1954	P N 11	295345	1740		12423	SF	44	PN X	238	31	34	3 S		200243	216	'
				1954	P N 11	295345	1740		17247	SF	87	PN X	238	31	34	3 A		200244	217	'
				1954	P N 11	296085	1744		18436	SF	84	PN X	238	31	34	3 A		200245	218	'
				1954	P N 11	296085	1744		19288	SF	93	PN X	238	31	34	3 A		200246	219	'
				1954	P N 11	296085	1744		15756	SF	69	PN X	238	31	34	3 A		200247	220	'
				TOTAL		3546506	14439		108893	SF	515	PN								
72112	BEQ E5/E6-MC E5 7170 BLDG			1954	P N 11				7282	SF	26	PN X	238	31	34	3 S		200240	213	+
				1954	P N 11				5942	SF	22	PN X	238	31	34	3 S		200242	215	+
				1954	P N 11				4927	SF	14	PN X	238	31	34	3 A		200244	217	+
				1954	P N 11				3738	SF	12	PN X	238	31	34	3 A		200245	218	+
				1954	P N 11				2886	SF	10	PN X	238	31	34	3 A		200246	219	+
				1954	P N 11				1950	SF	6	PN X	238	31	34	3 A		200247	220	+
				TOTAL					26725	SF	90	PN								
72113	BEQ E7/9-MC 6/9 7170 BLDG			1954	P N 11				5381	SF	10	PN X	238	31	34	3 S		200240	213	+
				1954	P N 11	1030608	2845		22174	SF	38	PN X	238	31	34	3 S		200241	214	
				1954	P N 11				4468	SF	7	PN X	238	31	34	3 A		200247	220	+
				TOTAL		1030608	2845		32023	SF	55	PN								
721	UEPH			TOTAL		4577114	17284		167641	SF	660	PN								
72210	ENLST DINIG FAC 7180 BLDG			1953	P N 11	162594	993		9425	SF	X		125	88	31	1 A		200184	201	
				1954	P N 13	1347976	7941		47744	SF	2500	PN X	284	261	21	1 S		200238	211	'
				TOTAL		1510570	8934		57169	SF	2500	PN								
722	UNAC PR HOU-MES			TOTAL		1510570	8934		57169	SF	2500	PN								
72411	BOQ,W-1/0-2 71A0 BLDG			1958	P N 11	1136145	5816		47148	SF	88	PN X	485	169	32	3 AS		200461	512	'

CATEGORY CODE	DESCRIPTION	MAINT FAC	COST ACC	CIS QLT	SAD TNO	CHEN BOOSO AUNUTN SGTRGED	CUOS TOT	CPV (000)	RENT	AREA		ONTAI HVEAR/T	IRRE	LEN GT	WIDTH	HSETIO DHY	CXOCTS	EDSTS	RNCMOB REDR	FNAUIB YR	MLTUSE
72412	BOQ,O-3 & ABOVE	71A0 BLDG	1958	P N 11						11059	SF	10	PN	X	485	169	32	3 A	200461	512	+
724	UOPH			TOTAL		1136145	5816			58207	SF	98	PN								
73020	POLICE STATION	71J0 BLDG	1944	S N 11		80571	978			10526	SF			X	148	70	63	1 S	200264	41	
73025	GATE/SENT HOUSE	71J0 BLDG	1943	S N 11						170	SF			X	64	48	11	1 A	200090	37	+
			1980	P N 12		71000	81			96	SF				12	8	10	1 A	201113	228	
			1960	P N 13		1081	5			31	SF				5	5	7	1 A	200319	265	
				TOTAL		72081	87			297	SF										
73075	PUBLIC TOILET	71J0 BLDG	1966	P N 13		2200	9			150	SF				15	10	9	1 I	201001	613	
73076	KENNEL	71J0 BLDG	1983	P N 13		52800	68			529	SF				23	23	16	1 A	201084	109	
73077	MISC PERS SUP S	71J0 BLDG	1943	S N 11		70881	908			11898	SF				196	60	15	1 S	200071	15	
73083	CHAPEL	71J0 BLDG	1965	P N 11		275572	1216			11834	SF	300	SE	X	170	125	16	1 A	200991	585	'
73084	RELIGIOUS ED	71J0 BLDG	1965	P N 11						1776	SF			X	170	125	16	1 A	200991	585	+
73085	POST OFFICE	71J0 BLDG	1943	S N 11						1093	SF			X	169	169	25	2 A	200076	20	+
730	COMMUNITY FAC			TOTAL		554105	3266			38103	SF										
74009	EX SVC OUTLETS	71J0 BLDG	1958	P N 11						3225	SF			X	485	169	32	3 A	200461	512	+
74019	CREDIT UNION	71J0 BLDG	1943	S N 11										X	169	169	25	2 A	200076	20	+
			OG/GOVT EMPL CRED UNIO OF ME							1775	SF					EXPIR DT 19890630			AA		+
74020	TEMPORARY LODNG	71J0 BLDG	1954	P N 11						1324	SF			X	238	31	34	3 S	200243	216	+
74025	FAMILY SVC C	71J0 BLDG	1984	P N 11		552426	694			7030	SF				185	38	21	1 A	201098	27	
74034	THRIFT SHOP	71J0 BLDG	1943	S N 11						840	SF			X	196	68	15	1 A	200072	16	+
			1954	P N 13		57506	339			8000	SF				200	40	19	1 I	200203	224	
				TOTAL		57506	339			8840	SF										
74037	SPEC SERV CTR	71J0 BLDG	1942	P N 11						2220	SF			X	144	110	23	2 A	200060	4	+
			1943	S N 11						2766	SF			X	169	169	25	2 A	200076	20	+
			1980	S N 13		6000	9			540	SF				30	18	15	1 A	201056	79	
				TOTAL		6000	9			5526	SF										
74038	AUTO HOBBY SHOP	71J0 BLDG	1988	P N 12		1198172	1360			12000	SF			X	162	93	18	1 A	201109	29	
74040	BOWLING ALLEY	71J0 BLDG	1965	P N 18		345428	835			11980	SF	8	LA	X	151	60	17	1 A	200965	583	
74043	GYMNASIUM	71J0 BLDG	1983	P N 13		1276108	1633			14062	SF				138	99	32	1 A	201082	25	'
74053	INDR SWIM POOL	71J0 BLDG	1967	P N 13		165092	681			7290	SF	23	ME	X	139	60	15	1 I	200999	614	
74056	THEATER	71J0 BLDG	1957	P N 11		246391	1292			8803	SF	524	SE		116	56	25	2 S	200450	293	
74060	OFFICERS CLUB	71J0 BLDG	1943	S N 11		294491	2254			19612	SF			X	227	104	26	1 S	200091	38	
74063	EP SERVICE CLUB	71J0 BLDG	1958	P N 11		376326	1926			14983	SF			X	169	147	13	1 A	200578	516	
74074	CHILD CARE CTR	71J0 BLDG	1983	P N 11		406700	525			4975	SF			X	100	66	16	1 A	201083	21	
			1990	P N 11		771851	848			6496	SF				112	58	20	1 A	201127	26	
				TOTAL		1178551	1373			11471	SF										
74075	AERO CLUB FAC	71J0 BLDG	1942	P N 11						451	SF			X	215	293	46	2 A	200058	2	+
74078	RECREATION PAV	71J0 BLDG	1986	S N 13		20600	25			1710	SF			X	66	26	12	A	201106	65	
74080	GOLF CLUB HOUSE	71J0 BLDG	1985	P N 13		33673	41			2800	SF				70	40	16	1 A	201111	39	
			1981	P N 13		92191	128			3040	SF				76	40	16	1 A	201074	78	
				TOTAL		125864	169			5840	SF										
74084	INDR PLAY CRTS	71J0 BLDG	1983	P N 13						1936	SF				138	99	32	1 A	201082	25	+
74088	EDUCATION CNTR	71J0 BLDG	1943	S N 11		113986	1461			16994	SF			X	169	169	25	2 A	200076	20	'
740	COMM FAC-MW&R I			TOTAL		5956941	14051			154852	SF										
75010	PLAYING COURT	75G0 STRC	1965	P N 18		16644	73					6	EA		120	105		A	200985	257	

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENAUCISQL/T	BOONUSTRGED	OSNUTNTO	SGTVOT	CPV(000)	REN	ACRE	ONTAHVEARL/T	IRE	LENGTH	WIDTH	HSETIOHY	CXOCDSTS	ERNEUTS	FNCMORE	AUIBDR	MLTUSYRE
75020	PLAYING FIELD		1943	S N 11				5100	65			3	EA	500	350			A	200010	256	
	75G0 STRC																				
75040	GOLF COURSE		1955	P N 13				47400	270			9	HO					A	200311	255	
	75G0 STRC																				
75057	RECREATION GDS		1973	S Y 18				26478	67			1	EA					A	201045		
	75G0 STRC		1973	S Y 18				5000	13			1	EA					A	201047		
			TOTAL					31478	80			2	EA								
750	COMM FAC-MW&R-X		TOTAL					100622	489			11	EA								
76020	OUTDR MONMT/MEM		1943	P N 13				150	2			1	EA					A	201012	156	
	75G0 STRC		1943	P N 13				150	2			1	EA					A	201013	157	
			TOTAL					300	4			2	EA								
760	MUSEUM/MEMORIAL		TOTAL					300	4			2	EA								
81159	STD-BY GENR BLD		1956	P N 11				5250	29		160	SF		16	10	9	1 A		200249	227	
	7610 BLDG		1956	P N 11				10614	58		768	SF		32	24	12	1 A		200314	234	
			1958	P N 13				6341	32		176	SF		11	16	10	1 A		200550	518	
			TOTAL					22205	119		1104	SF									
811	ELEC PR-SOURCE		TOTAL					22205	119												
81209	ELEC DISTR BLDG		1952	P N 11				10000	63		244	SF		16	14	9	1 A		200207	208	
	7710 BLDG		1954	P N 11							656	SF	X	71	40	11	1 A		200204	209	+
			TOTAL					10000	63		900	SF									
81220	STREET LIGHTING		1954	P N 11									18920	LF	75568			A	200003		+
	7710 UTIL			S N 21 X					3L	200			150	LF				A	280000		
			TOTAL										19070	LF							
81230	ELEC DISTR LINE		1954	P N 11				510517	2399				60433	LF	75568			A	200003		'
	7710 UTIL		OG/CASCO CABLE TV(193 POLES)							965			43000	LF		EXPIR DT 19890228			AA		+
			TOTAL					510517	2399				103433	LF							
81240	PERMTR/SEC LGHT		1973	P N 11				30787	79				715	LF	715			A	201029		
	7710 UTIL																				
812	ELEC TMSN/DISTR		TOTAL					551304	2542		900	SF	123218	LF							
81310	SW/SUB BLD/SHLT		1981	P N 2A				21087			315	SF			27	15	10	1 A	201068	49	
	7710 BLDG																				
813	ELEC PWR SUB/SW		TOTAL					21087			315	SF									
82109	HEAT PLANT BLDG		1985	P N 12				1022460	1258		8840	SF			171	52	47	1 A	201112	36	
	7640 BLDG		1954	P N 13							3240	SF	X	284	261	21	1 A		200238	211	+
			TOTAL					1022460	1258		12080	SF									
82122	HEAT PLANT/LARG		1952	P N 11									220.00MB		16328			A	200002		+
	7620 UTIL		1952	P N 11				197400	1250				232.00MB					A	201008		
			TOTAL					197400	1250				452.00MB								
82132	NON-FOS FL HTPL		1956	P N 11				777032	4222				3422.00MB	X	132	71	59	3 A	200315	233	
	7620 UTIL																				
821	HEAT-SOURCE		TOTAL					1996892	6730		12080	SF	3874.00MB								
82222	STM LINES LARGE		1952	P N 11				1628060	10191				16328	LF	16328			A	200002		'
	7720 UTIL																				
82224	CONDES LINE LAG		1952	P N 11									15693	LF	16328			A	200002		+
	7720 UTIL																				
822	HEAT-TMSN/DIST		TOTAL					1628060	10191				32021	LF							
83141	HAZD WASTE STOR		1992	P N 13				130000	138		3000	SF			60	50	23	1 A	201141	45	
	7670 BLDG																				
831	SEWAGE TRT&DSP		TOTAL					130000	138		3000	SF									
83210	SANITARY SEWER		1943	P N 11				266955	3034				34950	LF	34950			A	200047		
	7760 UTIL		1954	P Y 17				74479	259				13940	LF	13940			A	200609		
			TOTAL					341434	3293				48890	LF							
83229	SWGE PMP STA SH		1943	S Y 11				800	10		64	SF			8	8	14	1 A	200013	111	
	7760 BLDG		1958	P N 11				28213	144		597	SF			20	18	27	1 A	200462	537	
			TOTAL					29013	155		661	SF									
83230	SEWAGE PUMP STA		1953	P Y 13				10469	64				100	GM	X			A	200352	277	
	7760 UTIL		1958	P N 13				10900	56				1600	GM				A	200453	537A	
			1954	P Y 17				11929	70				600	GM				A	200587	638	
			TOTAL					33298	190				2300	GM							
832	SEWAGE/COLLECT		TOTAL					403745	3638		661	SF	48890	LF							
84209	WTR DIST BLDG		1944	P N 11				5519	67		660	SF			30	22	12	1 A	200033	42	
	7730 BLDG		1987	P N 12				37300	45		230	SF			23	10	8	A	201116	146	
			1987	P N 13				45800	55		240	SF			24	10	8	1 A	201117	147	
			TOTAL					88619	167		1130	SF									
84210	WTR/DIST/LN/POT		1943	P N 11				414959	5102				73696	LF	73696			A	200227		
	7740 UTIL		1954	P Y 17				124975	419				19841	LF	19841			A	200610		
			TOTAL					539934	5520				93537	LF							
842	WATER DIST-POT		TOTAL					628553	5687		1130	SF	93537	LF							

AIR STATION, BRUNSWICK MAINE (CLAIMANT..LANTFLT) NORTHDIV

CATEGORY CODE	DESCRIPTION	MAINT FAC COST	ACC	TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CU OS SG TO TV OT	C P V (000)	R E N T	A R E A	ON TA EV EA /T	I R E G	L E N G T H	W I D T H	HS ET IO GR HY TS	E CX OC NE DS TS	RN EU CM OB RE DR	FN AU CM IB LE YR	M L T U S E
84320	FIRE PRO PMP ST		1957	P N 11		140322	736			5000	GM	100		12	A	200449	295	
	7750 UTIL																	
84330	TANK FIRE PROT		1944	P N 11		10044	123			250000	GA	61	61	12	A	200211	124	
	76J0 STRC																	
84350	VLV HS/SHD FIRE		1992	P N 13		91000	97		540 SF			30	18	12	1 A	201140	653	
	7750 BLDG																	
843	WATER-FIRE PRO		TOTAL			241366	955		540 SF									
84410	WTR SUPL BLD NP		1954	S N 13		150	1		70 SF			10	7	9	A	200309	309	
	76I0 BLDG																	
844	WTR SPLY/STR NP		TOTAL			150	1		70 SF									
85110	ROADS		1943	P N 11		741615	9436		145212 SY	11.52MI					A	200217		
	7310 STRC		1943	P N 11		80131	1033		147390 SY	15.27MI					A	200221		
			1954	P Y 17		234128	862		80326 SY	5.94MI					A	200606		
			TOTAL			1055874	11331		372928 SY	32.73MI								
85115	LOAD/UNLD RAMP		1959	P N 13		8721	43		249 SY	1	EA X	80	28	3	A	200596		
	7310 STRC																	
851	ROADS		TOTAL			1064595	11374		373177 SY	32.73MI								
85210	PARKING AREA		1943	P N 11		735564	3522		332054 SY						A	200219		
	7350 STRC		1943	T N 11		40802	520		15391 SY						A	200220		
			TOTAL			776366	4042		347445 SY									
85220	SIDEWALK		1943	P N 11		29979	274		11611 SY						A	200026		
	7350 STRC		1954	P Y 17		22413	67		6083 SY						A	200607		
			TOTAL			52392	340		17694 SY									
852	WALKS PARKING		TOTAL			828758	4383		365139 SY									
87110	STORM SEWER		1952	P N 11		632364	3705			74677	LF	74677			A	200046		
	7450 STRC		1954	P Y 11		140900	607			8807	LF	8807			A	200608		
			TOTAL			773264	4313			83484	LF							
87120	DRAINAGE DITCH		1952	P N 13		18707	118			44250	LF				A	200029		
	7450 STRC																	
87125	DYKE/DAM		1955	S N 13		3000	17			122	LF	100		15	A	200329	310	
	7450 STRC		1954	S N 13		2000	12			160	LF	146	12	6	A	200330	347	
			TOTAL			5000	29			282	LF							
871	GROUNDS DRAINAG		TOTAL			796971	4460			128016	LF							
87210	SCRTY FNCE/WALL		1969	P N 11		691687	1714			104815	LF	105605			A	200044		
	75L0 STRC																	
872	FENCE/WALL/TWR		TOTAL			691687	1714			104815	LF							
88010	FIRE ALARM SYS		1957	P N 11		101556	532			150	EX				A	200418		
	7790 UTIL																	
88030	AIR RAID AL SYS		1957	S N 13		9086	48			1	EA				A	200454		
	7790 UTIL																	
880	FIRE & OTH ALRM		TOTAL			110642	581			150	EX							
89021	COMP AIR DIST		1953	S N 13		750	5			361	LF	361			A	200183		
	7690 UTIL																	
89056	WEIGHING FAC		1987	P N 12		600000	721			1	EA	16	12	8	1 A	201125	56	
	76E0 STRC																	
890	MISC UTIL		TOTAL			600750	725			361	LF							
91110	LAND - PURCHASE			N 18		47272			521.65AC							100002		
	LAND	1		N 11		809245			23.00AC							100049		
		3		N 18		73500			.22AC							100050		
		6		N 11		47500			.20AC							110005		
		TOTAL				977517			545.07AC									
91120	LAND - DONATION			N 19		1			.05AC							100003		
	LAND																	
91140	LAND - CONDEMNA			N 1F		322342			2530.35AC							100001		
	LAND	OG/MAINE NAT GUARDS											EXPIR DT		NA	AA		
		OG/MEDOMAK CANNING COMPANY						3290	63.80AC				EXPIR DT		19880430	AC		
				Y 1F		5125			40.95AC							100036		
		1		N 1F		19495			1.13AC							100045		
		TOTAL				346962			2636.23AC									
911	LAND-FEE		TOTAL			1324480			3181.35AC									
92140	LND-OTH ESMT CN			N 1D		12			8.63AC							100006		
	LAND			N 14		1064			5.59AC							110003		
				N 14		5146			23.46AC							110004		
		TOTAL				6222			37.68AC									
921	LAND-EASEMENT		TOTAL			6222			37.68AC									
92210	LND-INLSE PRV	1		N 21 X					1.50AC							180008		
	LAND																	

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHEN BOOSO AUNUTN CIS SAD QLTNTO /TRGED	CU OS SG TO TV OT	C P V (000)	R E N T	A R E A	ON TA HV EA RL /T	I R E G	LE NG T H	W I D T H	HS ET IO HY TS	CX OC TS	RN EU CM DS	AU CM RE DR	FN IB LE YR	MN UL TS E
922	LAND-IN-LEASE	TOTAL							1.50AC										

SUBTOTAL ** GOVCOST- 96658869 CPV- 334609856 LCPV- 3128 RENT PD- 200 RENT RECD- 4255

USER (N00105)...NAVMEDCLINIC PORTSMOUTH NH

14310	EMERG VEHLE GAR 71M0 BLDG	1979	P	N	11	125000	203	830	SF			51	27	15	1	A	201060	649	'
143	SHIP&OTH OP BLD	TOTAL				125000	203	830	SF										
17120	APPL INSTR BLDG 7110 BLDG	1943	P	N	11	35883	463	2704	SF		X	90	29	23	1	S	200088	35	
171	TRAINING BLDGS	TOTAL				35883	463	2704	SF										
55010	MEDICAL CLINIC 7150 BLDG	1979	P	N	11	2539708	4114	25623	SF			211	151	30	1	A	201059	645	'
550	DISPENSA/CLINIC	TOTAL				2539708	4114	25623	SF										
73070	DECONTAM FAC 71J0 BLDG	1979	P	N	11			560	SF			51	27	15	1	A	201060	649	+
730	COMMUNITY FAC	TOTAL						560	SF										

SUBTOTAL ** GOVCOST- 2700591 CPV- 4779395 LCPV- 0 RENT PD- 0 RENT RECD- 0

USER (N0348A)...FASOTRAGRULANT DET BRUNSWIC

17135	OP TRAINER BLDG 7110 BLDG	1979	P	N	11	1382225	2146	10100	SF		X	158	78	35	1	A	201057	644	
171	TRAINING BLDGS	TOTAL				1382225	2146	10100	SF										

SUBTOTAL ** GOVCOST- 1382225 CPV- 2146085 LCPV- 0 RENT PD- 0 RENT RECD- 0

USER (N08867)...NMCB 27 BRUNSWICK ME

14377	OPERTNL STRG	1974	S	N	12	5472	13	1329	SF		X	49	20	9	1	A	201037	633	'
	71M0 BLDG	1974	S	N	12	5472	13	960	SF			49	20	9	1	A	201038	634	
		TOTAL				10944	27	2289	SF										
143	SHIP&OTH OP BLD	TOTAL				10944	27	2289	SF										
21451	AUTO ORGNL SHOP	1974	S	N	12			1328	SF		X	49	20	9	1	A	201037	633	+
	7120 BLDG	1974	S	N	12	24578	60	4000	SF			101	40	16	1	A	201039	635	'
		TOTAL				24578	60	5328	SF										
214	MNT-TANK/AUTO	TOTAL				24578	60	5328	SF										
61072	BN SQDRN HDQ	1974	S	N	12	5472	13	960	SF			49	20	9	1	A	201033	629	
	7160 BLDG	1974	S	N	12	5472	13	960	SF			49	20	9	1	A	201034	630	
		1974	S	N	12	5472	13	960	SF			49	20	9	1	A	201035	631	
		TOTAL				16416	40	2880	SF										
61073	CO/BTRY HDQ 7160 BLDG	1974	S	N	12			830	SF			101	40	16	1	A	201039	635	+
610	ADMIN BLDGS	TOTAL				16416	40	3710	SF										

SUBTOTAL ** GOVCOST- 51938 CPV- 127663 LCPV- 0 RENT PD- 0 RENT RECD- 0

USER (N30700)...EOD MOBILE UNIT 2 BRUNSWICK

14320	ORD OPER BLDG 71M0 BLDG	1943	S	N	11	33186	421	2687	SF			84	31	10	1	A	200078	22	
143	SHIP&OTH OP BLD	TOTAL				33186	421	2687	SF										

SUBTOTAL ** GOVCOST- 33186 CPV- 421154 LCPV- 0 RENT PD- 0 RENT RECD- 0

USER (N31455)...NAS BRUNSWICK AUW DET

21655	AR/UWT WPNS SHP 7120 BLDG	1958	P	N	11	445025	1766	6855	SF		X	120	122	24	1	A	200571	539	'
21677	AMMO/EXPLSV MNT 7120 BLDG	1958	P	N	11			3456	SF		X	120	122	24	1	A	200571	539	+
216	MNT-AMMUNITION	TOTAL				445025	1766	10311	SF										

SUBTOTAL ** GOVCOST- 445025 CPV- 1766181 LCPV- 0 RENT PD- 0 RENT RECD- 0

CODE	CATEGORY DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENBOOSOAUNUTNCISSADQLTNTOT/TRGED	CUOSSGTOVOT	CPV (000)	RNEAT	ONTAEVEAR/TL	LIRNEGE	WETGHT	HSCIOHYTS	EXOCDTS	RNEUCMDR	FNCMOBRE	MAUIBLEYR	LUSTE
												USER (N32615)...NAVCLINBR BRUNSWICK ME					
17120	APPL INSTR BLDG			1992 P N 11	1600000	1704		13196	SF			X	128	93	1 A	201137	150
	7110 BLDG																
171	TRAINING BLDGS			TOTAL	1600000	1704		13196	SF								
SUBTOTAL **				GOVCOST-	1600000	CPV-	1704000	LCPV-	0			RENT PD-		0	RENT RECD-		0
												USER (N66023)...NAVDENCLINIC NEWPORT RI					
54010	DENTAL CLINIC			1979 P N 11				8073	SF	10	OU		211	151	30 1 A	201059	645 +
	7150 BLDG																
540	DENTAL CLINICS			TOTAL				8073	SF	10	OU						
SUBTOTAL **				GOVCOST-	0	CPV-	0	LCPV-	0			RENT PD-		0	RENT RECD-		0
												USER (N66249)...NAVEXCH BRUNSWICK ME					
74001	EXCHANGE RETAIL			1981 P N 13	2207752	3053		31643	SF			X	256	180	25 2 A	201076	11 '
	71J0 BLDG																
74003	EX CNTL ADMIN			1981 P N 13				1937	SF			X	256	180	25 2 A	201076	11 +
	71J0 BLDG																
74009	EX SVC OUTLETS			1981 P N 13				3825	SF			X	256	180	25 2 A	201076	11 +
	71J0 BLDG			1943 S N 11				3180	SF			X	196	68	15 1 A	200072	16 +
				TOTAL				7005	SF								
74016	EX MAINTE SHOP			1943 S N 11				1260	SF			X	196	68	15 1 A	200072	16 +
	71J0 BLDG																
74026	INSTALL. REST.			1981 P N 13				5742	SF			X	256	180	25 2 A	201076	11 +
	71J0 BLDG																
74030	EX SERV STATION			1957 P N 11	195373	961		5292	SF	12	OL	X	137	80	19 1 A	200460	538
	71J0 BLDG																
74071	CLASS VI STORE			1981 P N 13				817	SF			X	256	180	25 2 A	201076	11 +
	71J0 BLDG																
74086	RETAIL WAREHSE			1981 P N 13				8417	SF			X	256	180	25 2 A	201076	11 +
	71J0 BLDG			1943 S N 11	70881	908		6392	SF			X	196	68	15 1 A	200072	16 '
				TOTAL	70881	908		14809	SF								
740	COMM FAC-MW&R I			TOTAL	2474006	4923		68505	SF								
SUBTOTAL **				GOVCOST-	2474006	CPV-	4922521	LCPV-	0			RENT PD-		0	RENT RECD-		0
												USER (N66458)...NAVLANTMETOCFAC BRUNSWICK M					
13710	OCEANOGRAPH BLD			1954 P N 11				4899	SF			X	203	77	62 5 A	200248	200 +
	71M0 BLDG																
137	SHIP NAV&TR BLD			TOTAL				4899	SF								
SUBTOTAL **				GOVCOST-	0	CPV-	0	LCPV-	0			RENT PD-		0	RENT RECD-		0
												USER (N67406)...MCSFCO BRUNSWICK ME					
14346	MARINE BRKS			1954 P N 11	304258	1792		13544	SF			X	238	31	34 3 A	200239	212 '
	71M0 BLDG																
14347	ALERT FORCE BLD			1978 P N 11	377197	684		2640	SF			X	69	64	16 1 A	201053	642
	71M0 BLDG																
143	SHIP&OTH OP BLD			TOTAL	681455	2476		16184	SF								
72112	BEQ E5/E6-MC ES			1954 P N 11				275	SF	3	PN	X	238	31	34 3 I	200239	212 +
	7170 BLDG																
72140	DISCIPLINE BKS			1954 P N 11				8355	SF	34	PN	X	238	31	34 3 I	200239	212 +
	7170 BLDG																
721	UEPH			TOTAL				8630	SF	37	PN						
73025	GATE/SENT HOUSE			1954 S N 11	2547	11		106	SF				16	6	9 1 A	200086	33
	71J0 BLDG			1978 P N 11	20003	36		140	SF				14	10	9 1 A	201052	643
				TOTAL	22550	47		246	SF								
730	COMMUNITY FAC			TOTAL	22550	47		246	SF								
87220	GUARD/WTCH TWRS			1983 P N 11	139961	181		256	SF	1	EA		16	16	60 1 A	201099	125
	75L0 BLDG																
872	FENCE/WALL/TWR			TOTAL	139961	181		256	SF								

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHAUNG/TRGED	CONSTRUCTION	OSSAD	SIGNIFICANCE	CONDITION	REPLACEMENT (000)	ACTIVITY	ONHAND	TAKEN	INVENTORY	EXAMINED	LEASE	WIDTH	GROSS	NET	CAPACITY	ENROLLMENT	FUNDING	MILITARY	AUTHORIZED	LEASE TYPE
SUBTOTAL **					GOVCOST- 843966			CPV- 2704287		LCPV- 0							RENT PD- 0			RENT RECD- 0					
											USER (N68125)...CAA CTR NAS BRUNSWICK														
73081	REHAB CENTER 71J0 BLDG	1945	S	N	11					5000	SF			X	170	97	24	1	A	200068	12				+
730	COMMUNITY FAC	TOTAL								5000	SF														
SUBTOTAL **					GOVCOST- 0			CPV- 0		LCPV- 0							RENT PD- 0			RENT RECD- 0					
SPECIAL AREA (DA)...TOPSHAM							TOPSHAM			ME				USER (N60087)...NAS BRUNSWICK ME											
17115	RESV TRAIN BLDG 7110 BLDG	1958	P	N	16	92211	472			5282	SF				139	38	19	1	A	220007	337				
		1963	P	N	16	71267	329			4320	SF				108	39	20	1	A	220008	338				
		1964	P	N	16	188914	854			9013	SF			X	121	109	14	1	A	220009	339				
		TOTAL				352392	1655			18615	SF														
17150	SM ARMS RNGE/IN 7110 BLDG	1958	P	N	16					3400	SF	7	FP	X	150	98	31	1	A	220024	382				+
171	TRAINING BLDGS	TOTAL				352392	1655			22015	SF														
21977	FW MAINT STRGE 7120 BLDG	1958	P	N	16	189020	968			6199	SF			X	109	84	25	1	A	Y 220019	375				
219	MNT-INS REP OPN	TOTAL				189020	968			6199	SF														
61010	ADMIN OFF 7160 BLDG	1958	P	N	16	209813	1074			12672	SF				144	44	20	2	A	220003	333				
		OG/DEPARTMENT OF THE ARMY														EXPIR DT 19920701				AA					
61077	ADMIN STRG RDY 7160 BLDG	1964	P	N	16	55882	253			1248	SF				52	24	17	1	A	220002	332				
		1959	P	N	16	54659	272			1900	SF				76	25	9	1	A	Y 220018	374				
		TOTAL				110541	524			3148	SF														
610	ADMIN BLDGS	TOTAL				320354	1598			15820	SF														
71125	ENC CAPEHRT EM BLDG	1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220069	1117				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220070	1118				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220071	1119				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220072	1120				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220073	1121				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220074	1122				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220075	1123				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220076	1124				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220077	1125				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220078	1126				
		1961	P	Y	16	59096	259			4456	SF	4	FA	X	93	25	20	2	A	220079	1127				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220080	1128				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220081	1129				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220082	1130				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220083	1131				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220084	1132				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220085	1133				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220086	1134				
		1961	P	Y	16	64254	284			5734	SF	4	FA	X	98	29	20	2	A	220087	1135				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220088	1136				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220089	1137				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220090	1138				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220091	1139				
		1961	P	Y	16	64254	284			5734	SF	4	FA	X	98	29	20	2	A	220092	1140				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220093	1141				
		1961	P	Y	16	58913	258			4456	SF	4	FA	X	93	25	20	2	A	220094	1142				
		TOTAL				1587258	6972			123752	SF	104	FA												
71126	ENC CAPE JR OFF BLDG	1961	P	Y	16	64254	284			5732	SF	4	FA	X	98	29	20	2	A	220044	1092				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220045	1093				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220046	1094				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	93	25	20	2	A	220047	1095				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220048	1096				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220049	1097				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220050	1098				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220051	1099				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220061	1109				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220062	1110				
		1961	P	Y	16	64254	284			5732	SF	4	FA	X	98	29	20	2	A	220063	1111				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220064	1112				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220065	1113				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220066	1114				
		1961	P	Y	16	61890	272			4812	SF	4	FA	X	96	25	20	2	A	220067	1115				
		1961	P	Y	16	61949	272			4812	SF	4	FA	X	96	25	20	2	A	220068	1116				
		TOTAL				995027	4378			78832	SF	64	FA												

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENBOOSOAUNUTNCISSADQLTNTO/TRGED	CUOSSGTOTVOT	C P V (000)	R E N T	A R E A		ONTAHVEARL/T		IRRE	LEGT	WIDG	HSETIOHT	CXGRTS	ERNOCTS	RNEUCMOBDR	FNCMIBER	MAULYR	TUSE
71127	ENC CAPE FD OFF BLDG		1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	11	1	A	220052	1100		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	11	1	A	220053	1101		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220054	1102		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220055	1103		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220056	1104		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220057	1105		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220058	1106		
			1961	P Y 16		20104	97		1974	SF	1	FA	X	70	29	12	1	A	220059	1107		
			1961	P Y 16		24256	117		1974	SF	1	FA	X	70	29	12	1	A	220060	1108		
				TOTAL		185088	891		17766	SF	9	FA										
711	FAM HSG/DWELLG			TOTAL		2767373	12241		220350	SF	177	FA										
72111	BEQ E1/E4 7170 BLDG		1958	P N 16		607365	3109		38754	SF	180	PN	X	198	149	19	2	I	220026	384		
72113	BEQ E7/9-MC 6/9 7170 BLDG		1959	P N 16		202049	1005		9063	SF	23	PN		114	39	19	2	I	220020	376		
721	UEPH			TOTAL		809414	4114		47817	SF	203	PN										
73010	FIRE STATION 71J0 BLDG		1962	P N 16		68638	324		2651	SF			X	63	49	16	2	A	220010	363		
730	COMMUNITY FAC			TOTAL		68638	324		2651	SF												
74020	TEMPORARY LODNG 71J0 BLDG		1958	P N 16		369983	1894		19250	SF			X	288	35	13	2	A	220011	364		
74043	GYMNASIUM 71J0 BLDG		1958	P N 16		602810	1718		11455	SF			X	150	98	31	1	A	220024	382		
740	COMM FAC-MW&R I			TOTAL		972793	3612		30705	SF												
75010	PLAYING COURT 75G0 STRC		1966	P N 16		8456	36				2	EA						A	220016	370		
75020	PLAYING FIELD 75G0 STRC		1962	P N 16		6490	31				1	EA	X					A	220041	387		
75057	RECREATION GDS 75G0 STRC		1973	S Y 16		20236	52				1	EA						A	201044			
750	COMM FAC-MW&R-X			TOTAL		35182	118				4	EA										
81220	STREET LIGHTING 7710 UTIL		1958	P N 16		7000	36				4580	LF		458				A	220040			
81230	ELEC DISTR LINE 7710 UTIL		1958	P N 16		131006	671				14845	LF	X	14845				A	220030			
			1958	P Y 16		64503	330				7305	LF		7305				A	220095			
				TOTAL		195509	1001				22150	LF										
812	ELEC TMSN/DISTR			TOTAL		202509	1037				26730	LF										
83109	SWGE TRMT BLDG 7670 BLDG		1958	P N 16		88956	455		992	SF			X	17	12	9	1	A	220021	377		
83110	SWGE TRMNT PLNT 7670 UTIL		1958	P N 16							300.00	KG	X	17	12	9	1	S	220021	377		+
83130	SEPTC TK/DN FLD 7670 UTIL		1964	P N 16		1961	9				200	GA						A	220031			
831	SEWAGE TRT&DSP			TOTAL		90917	464		992	SF	300.00	KG										
83210	SANITARY SEWER 7760 UTIL		1958	P N 16		276480	1224				11803	LF		11803				A	220034			
			1958	P Y 16		76245	390				6995	LF		6995				A	220096			
				TOTAL		352725	1614				18798	LF										
832	SEWAGE/COLLECT			TOTAL		352725	1614				18798	LF										
84140	STOR TNK/GD POT 76F0 STRC		1958	P N 16		79587	407				575000	GA		30	30	110		A	220042	385		
841	WTR-SUP/TMT/STG			TOTAL		79587	407															
84209	WTR DIST BLDG 7730 BLDG		1962	P Y 16		28048	132		529	SF				23	23	11	1	A	220022	378		
			1987	P N 13		41000	49		204	SF				19	14	8	1	A	201115	386		
				TOTAL		69048	182		733	SF												
84210	WTR/DIST/LN/POT 7740 UTIL		1958	P N 16		159204	815				13431	LF		13431				A	220035			
			1958	P Y 16		97099	497				8194	LF		8194				A	220097			
				TOTAL		256303	1312				21625	LF										
842	WATER DIST-POT			TOTAL		325351	1494		733	SF	21625	LF										
85110	ROADS 7310 STRC		1958	P N 16		155539	796		35793	SY								A	220038			
			1958	P Y 16		101265	518		23333	SY								A	220100			
				TOTAL		256804	1315		59126	SY												
851	ROADS			TOTAL		256804	1315		59126	SY												
85210	PARKING AREA 7350 STRC		1958	P N 16		67716	347		26972	SY								A	220039			
			1958	P Y 16		12284	63		4425	SY								A	220101			
				TOTAL		80000	410		31397	SY												
85220	SIDEWALK 7350 STRC		1958	P N 16		7496	38		2834	SY			X					A	220037			
			1958	P Y 16		4465	23		1685	SY								A	220099			
				TOTAL		11961	61		4519	SY												

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHEN BOOSO AUNUTN CISSAD QLTMTO /TRGED	CUOS SG TO TV OT	C V (000)	R E N T	A R E A	ON TA HV EA R/T	I R E G	LE N G T H	WI D T H	HS ET IO GR HY TS	EC XO NE DS TS	RN EU CM OB RE DR	FN AU CM IB LE YR	MU LT US E
852	WALKS PARKING			TOTAL		91961	471		35916 SY									
87110	STORM SEWER			1958 P N 16		113162	579			6643	LF	6643			A	220036		
	7450 STRC			1958 P Y 16		142794	731			8375	LF	8375			A	220098		
				TOTAL		255956	1310			15018	LF							
871	GROUNDS DRAINAG			TOTAL		255956	1310			15018	LF							
87210	SCRTY FNCE/WALL			1958 P N 16		50253	257			19621	LF	19621			A	220028		
	75L0 STRC																	
87215	INTERIOR FENCE			1965 P N 16		129	1			48	LF	48			A	220029		
	75L0 STRC																	
872	FENCE/WALL/TWR			TOTAL		50382	258			19669	LF							
91130	LAND-TRANSFER			1 N 16		17297			81.65AC							100046		
	LAND			1 N 16		2250			11.00AC							100047		
				1 Y 16		9183			43.35AC							100048		
				TOTAL		28730			136.00AC									
911	LAND-FEE			TOTAL		28730			136.00AC									

SUBTOTAL ** GOVCOST- 7250088 CPV- 32999774 LCPV- 0 RENT PD- 0 RENT RECD- 0

SPECIAL AREA (DA)...TOPSHAM TOPSHAM ME USER (N60672)...COMSYSTOREG NEWPORT RI

74023	COMMISSARY			1957 P N 16		907834	4760		35466 SF			X	200	184	20	1 A	220005	335
	7130 BLDG			1963 P N 16		39050	180		2960 SF				74	39	18	1 A	220006	336
				TOTAL		946884	4940		38426 SF									
740	COMM FAC-MWR I			TOTAL		946884	4940		38426 SF									

SUBTOTAL ** GOVCOST- 946884 CPV- 4940107 LCPV- 0 RENT PD- 0 RENT RECD- 0

SPECIAL AREA (DA)...TOPSHAM TOPSHAM ME USER (N63981)...COMNAVAVNACTS BRUNSWICK ME

61010	ADMIN OFF			1958 P N 16		273490	1400		14057 SF			X	223	65	16	1 A	220027	381
	7160 BLDG			1959 P N 16		148910	740		4431 SF			X	78	60	15	1 S	220025	383
				TOTAL		422400	2140		18488 SF									
610	ADMIN BLDGS			TOTAL		422400	2140		18488 SF									
69010	FLGPL/BBRD/MRKR			1958 P N 16		1940	10			1	EA					A	220004	334
	7500 STRC																	
690	OTHER ADM FACIL			TOTAL		1940	10			1	EA							

SUBTOTAL ** GOVCOST- 424340 CPV- 2150307 LCPV- 0 RENT PD- 0 RENT RECD- 0

SPECIAL AREA (FA)...MCKEEN STREET BRUNSWICK ME USER (N60087)...NAS BRUNSWICK ME

21925	FW SHOP STOR			1940 S Y 18		3417	53		454 SF			X	25	20	11	1 A	200612	561
	7120 BLDG																	
219	MNT-INS REP OPN			TOTAL		3417	53		454 SF									
71125	ENC CAPEHRT EM			1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200850	906
	BLDG			1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200851	907
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200852	908
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200853	909
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200854	910
				1960 P Y 11		26428	129		3060 SF	2	FA	X	79	40	19	2 A	200803	911
				1960 P Y 11		26428	129		3060 SF	2	FA	X	79	40	19	2 A	200804	912
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200855	913
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200756	914
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200782	941
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200832	942
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200833	943
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200783	944
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200784	945
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200906	946
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200785	947
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200847	948
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200846	949
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200907	950
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200786	951
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200908	952
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200845	953
				1960 P Y 11		13719	67		1552 SF	1	FA	X	43	26	19	2 A	200909	954
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200844	955
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200843	956
				1960 P Y 11		26427	129		3060 SF	2	FA	X	79	40	19	2 A	200842	957
				1960 P Y 11		14006	68		1716 SF	1	FA	X	42	38	19	2 A	200780	958

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENBOOSOAUNUTNCISSADQLTNTO/TRGED	CUOSSGTOTV OT	CAPACITY (000)	RENTAL	AREA	ONTAVHEARL/T	INVRAGE	LEASETERM	WIDTH	HSETIOGRDHYTS	EXCONESTS	RNEUCMOBDRE	FNAULCMIBYR	MUTUSE
71125	ENC CAPEHART EM BLDG				1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200779	959	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200910	960	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200911	961	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200778	962	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200841	963	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200777	964	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200776	965	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200912	966	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200913	967	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200840	968	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200914	969	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200915	970	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200839	971	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200916	972	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200838	973	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200837	974	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200772	975	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200771	976	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200836	977	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200770	978	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200835	979	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200769	980	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200768	981	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200767	982	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200834	983	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200766	984	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200765	985	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200861	986	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200807	987	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200806	988	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200860	989	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200805	990	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200859	991	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200858	992	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200857	993	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200856	994	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200862	1009	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200809	1010	
					1960 P Y 11	26428	129		3060	SF	2	FA X	43	26 19	2 A	200810	1011	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200863	1012	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200864	1013	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200865	1014	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200866	1015	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200867	1016	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200868	1017	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200869	1018	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200808	1019	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200849	1020	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200848	1021	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200757	1022	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200758	1023	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200815	1024	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200818	1025	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200819	1026	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200870	1027	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200871	1028	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200872	1029	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200759	1030	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200820	1031	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200821	1032	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200760	1033	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200761	1034	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200762	1035	
					1960 P Y 11	26427	129		3060	SF	2	FA X	79	40 19	2 A	200817	1036	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200816	1037	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200873	1038	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200813	1039	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200763	1040	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200814	1041	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200874	1042	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200875	1043	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200876	1044	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200877	1045	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200878	1046	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200812	1047	
					1960 P Y 11	26428	129		3060	SF	2	FA X	79	40 19	2 A	200811	1048	
					1960 P Y 11	14006	68		1716	SF	1	FA X	42	38 19	2 A	200764	1049	
					1960 P Y 11	13719	67		1552	SF	1	FA X	43	26 19	2 A	200879	1050	

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENAUNUTNCISSADQLTNTO/TRGED	CUSSGTOT	CFV(000)	RENT	AREA	ONHVEARL/T	TAIRE G	LEXNTH	WIDTH	HSETIOHYTS	CXOCDGRTS	ENCMNEDS	RNEUOBRE	FNCMIBDR	MAULCMTLESYRE
				1960	P Y 11	14006	68		1716	SF	1	FA X	42	38	19	2 A		200781	1051
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200880	1052
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200881	1053
				1960	P Y 11	14006	68		1716	SF	1	FA X	42	38	19	2 A		200787	1054
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200882	1055
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200883	1056
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200884	1057
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200885	1058
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200886	1059
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200887	1060
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200888	1061
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200831	1062
				1960	P Y 11	26427	129		3060	SF	2	FA	79	40	19	2 A		200830	1063
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200829	1064
				1960	P Y 11	14006	68		1716	SF	1	FA X	42	38	19	2 A		200775	1065
				1960	P Y 11	14006	68		1716	SF	1	FA X	42	38	19	2 A		200774	1066
				1960	P Y 11	14006	68		1716	SF	1	FA X	42	38	19	2 A		200773	1067
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200889	1068
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200890	1069
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200891	1070
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200892	1071
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200893	1072
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200828	1073
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200894	1074
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200895	1075
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200827	1076
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200896	1077
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200826	1078
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200825	1079
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200824	1080
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200897	1081
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200898	1082
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200899	1083
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200900	1084
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200901	1085
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200902	1086
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200823	1087
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200903	1088
				1960	P Y 11	26427	129		3060	SF	2	FA X	79	40	19	2 A		200822	1089
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200904	1090
				1960	P Y 11	13719	67		1552	SF	1	FA X	43	26	19	2 A		200905	1091
				TOTAL		2584032	12605		299700	SF	191	FA							
71126	ENC CAPE JR OFF BLDG			1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200726	915
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200727	916
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200728	917
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200729	918
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200730	919
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200716	920
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200717	921
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200718	922
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200731	923
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200732	924
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200733	925
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200734	926
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200719	927
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200720	928
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200735	929
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200736	930
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200737	931
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200738	932
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200739	933
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200740	934
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200741	935
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200721	936
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200722	937
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200742	938
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200743	939
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200744	940
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200745	995
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200746	996
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200747	997
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200723	998
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200724	999
				1960	P Y 11	14122	69		1716	SF	1	FA X	42	38	19	2 A		200725	1000
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200748	1001
				1960	P Y 11	13974	68		1506	SF	1	FA X	52	38	12	1 A		200749	1002
				1960	P Y 11	13975	68		1506	SF	1	FA X	52	38	12	1 A		200750	1003

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHENM BOOSO AUNUTN CISSAD Q L T N T O / T R G E D	CUOS SG TO TV OT	C P V (000)	R E N T	A R E A	O W T A H V E A R L / T	I R E G	L E M G T H	W I D T H	HS ET IG GR HY TS	E C O C N E D S T S	RN EU CN OB RE DR	FN AU CM IB LE YR	M L U T S E
71126	ENC CAPE JR OFF		1960	P Y 11		13974	68		1506	SF	1	FA X	52	48	12 1 A	200751	1004	
	BLDG		1960	P Y 11		13975	68		1506	SF	1	FA X	52	38	12 1 A	200752	1005	
			1960	P Y 11		13974	68		1506	SF	1	FA X	52	38	12 1 A	200753	1006	
			1960	P Y 11		13975	68		1506	SF	1	FA X	52	38	12 1 A	200754	1007	
			1960	P Y 11		13974	68		1506	SF	1	FA X	52	38	12 1 A	200755	1008	
			TOTAL			560455	2734		62340	SF	40	FA						
711	FAM HSG/DWELLG		TOTAL			3144487	15339		362040	SF	231	FA						
75057	RECREATION GDS		1973	S Y 18		18144	46				1	EA			A	201046		
	75G0 STRC																	
750	COMM FAC-MWR-X		TOTAL			18144	46				1	EA						
81230	ELEC DISTR LINE		1961	P Y 11		7871	38				1700	LF	1700		A	201019		
	7710 UTIL																	
812	ELEC TMSN/DISTR		TOTAL			7871	38				1700	LF						
83210	SANITARY SEWER		1961	P Y 11		47656	230				10721	LF	10721		A	201018		
	7760 UTIL																	
832	SEWAGE/COLLECT		TOTAL			47656	230				10721	LF						
84210	WTR/DIST/LN/POT		1961	P Y 11		46558	224				8590	LF	8590		A	201020		
	7740 UTIL																	
842	WATER DIST-POT		TOTAL			46558	224				8590	LF						
85110	ROADS		1961	P Y 11		45645	220		25500	SY	1.63MI				A	201021		
	7310 STRC																	
851	ROADS		TOTAL			45645	220		25500	SY	1.63MI							
85220	SIDEWALK		1961	P Y 11		12134	58		6420	SY					A	201022		
	7350 STRC																	
852	WALKS PARKING		TOTAL			12134	58		6420	SY								
87110	STORM SEWER		1961	P Y 11		105466	508				11280	LF	11280		A	201017		
	7450 STRC																	
871	GROUNDS DRAINAG		TOTAL			105466	508				11280	LF						
91110	LAND - PURCHASE			Y 18		16693			8.40AC							100017		
	LAND			Y 18		12974			.50AC							100021		
			TOTAL			29667			8.90AC									
91140	LAND - CONDEMNA			Y 1F		42760			61.50AC							100024		
	LAND																	
911	LAND-FEE		TOTAL			72427			70.40AC									
92130	LND-OTH ESMT PR	1		Y 1D		1840			5.00AC							100037		
	LAND																	
921	LAND-EASEMENT		TOTAL			1840			5.00AC									

SUBTOTAL ** GOVCOST- 3505645 CPV- 16715989 LCPV- 0 RENT PD- 0 RENT RECD- 0

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SPECIAL AREA (HA)...CASCO BAY FUEL FARM BRUNSWICK ME USER (N62566)...NAVFUELDEP JACKSONVILLE FL

71130	FUND 50-69 EM		1954	S Y 14		6855	41		1948	SF	1	FA X	41	28	19 2 A	210088	162	
	BLDG																	
71131	FUND 50-69 JR		1954	P Y 14		14077	83		2286	SF	1	FA X	36	30	23 2 A	210089	163	
	BLDG																	
711	FAM HSG/DWELLG		TOTAL			20932	124		4234	SF	2	FA						
71410	DETACHED GARAGE		1954	P Y 14		1500	9		510	SF	2	VE X	21	25	12 1 A	210209	182	
	BLDG		1954	P Y 14		1000	6		278	SF	1	VE	21	13	12 1 A	210208	183	
			TOTAL			2500	15		788	SF	3	VE						
714	FAM HSG/DET FAC		TOTAL			2500	15		788	SF	3	VE						

SUBTOTAL ** GOVCOST- 23432 CPV- 138717 LCPV- 0 RENT PD- 0 RENT RECD- 0

****

SPECIAL AREA (MA)...REDINGTON TOWNSHIP RANGELEY ME USER (N60087)...NAS BRUNSWICK ME

11120	HLCPTR LDG PAD		1963	S N 11		3535	16		1111	SY				100	S	200943		
	7330 STRC																	
111	RUNWAYS		TOTAL			3535	16		1111	SY								
12310	FILLING STATION			S N 21 X							1	OL			A	280003		
	7520 STRC																	
123	VEH FUEL/DISP		TOTAL								1	OL						
17120	APPL INSTR BLDG			S N 21 X					180	SF	300	PN	18	10	8 1 A	280014	564	
	7110 BLDG			S N 21 X				11L	468	SF			26	18	12 1 A	280004	573	
				S N 21 X				12L	468	SF			26	18	8 1 A	280010	574	
				S N 21 X				1L	440	SF	140	PN	22	20	10 1 A	280009	577	
			TOTAL						1556	SF	440	PN						

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CU SG TO TV OT	C P V (000)	R E N T	A R E A	O N TA HV EA RL /T	I R R E G	L E N G T H	W I D T H	HS ET IO GR HY TS	E CX OC ME DS TS	RN EU CM OB RE DR	FN AU CM IB LE YR	M L T U S E
17177	TRNG MATRL STRG		7110	BLDG	S N 21 X		14L		2240 SF						4 S	280005		
171	TRAINING BLDGS			TOTAL					3796 SF	440	PN							
21910	PW SHOP		7120	BLDG	1983 P N 13	49500	64		1440 SF			60	24	16	1 A	201081	80	
219	MNT-INS REP OPN			TOTAL		49500	64		1440 SF									
69010	FLGPL/BBRD/MRKR		75D0	STRC	1970 P N 13					1	EA				A	201026		
690	OTHER ADM FACIL			TOTAL						1	EA							
72320	LATRINE, DET		7190	BLDG	S N 21 X		3L		80 SF			10	8	8	1 A	280013	575	
723	UEPH-DET FAC			TOTAL					80 SF									
74078	RECREATION PAV		71J0	BLDG	S N 21 X		17L		630 SF		X	37	18	12	1 S	280011	570	
740	COMM FAC-MWR I			TOTAL					630 SF									
81110	ELEC PWR PLT-DE		7610	UTIL	1963 S N 11					200.00KW					A	200945		+
811	ELEC PR-SOURCE			TOTAL						200.00KW								
81230	ELEC DISTR LINE		7710	UTIL	1963 S N 11	22006	103			575	LF				A	200945		'
812	ELEC TMSN/DISTR			TOTAL		22006	103			575	LF							
83210	SANITARY SEWER		7760	UTIL	1963 S N 11	720	3			120	LF	120			A	200947		
832	SEWAGE/COLLECT			TOTAL		720	3			120	LF							
84150	WELL/RSRVR POT		76F0	UTIL	1965 P N 13	3443	15			.10KG					A	200964		
841	WTR-SUP/TMT/STG			TOTAL		3443	15			.10KG								
84210	WTR/DIST/LN/POT		7740	UTIL	1963 S N 11	7610	35			320	LF				A	200953		'
842	WATER DIST-POT			TOTAL		7610	35			320	LF							
84520	PIPELINE NF WTR		7780	UTIL	1963 S N 11					115	LF				A	200953		+
845	WTR DIST SYS NF			TOTAL						115	LF							
85110	ROADS		7310	STRC	1963 S N 11	20975	98		93900 SY	10.00MI		52800	16		A	200948		
851	ROADS			TOTAL		20975	98		93900 SY	10.00MI								
87125	DYKE/DAM		7450	STRC	1963 S N 11	8677	40			65	LF	65	8		A	200949		
871	GROUNDS DRAINAG			TOTAL		8677	40			65	LF							
87210	SCRTY FNCE/WALL		75L0	STRC	1963 S N 11	1542	7			1000	LF	1000			A	200950		
872	FENCE/WALL/TWR			TOTAL		1542	7			1000	LF							
91140	LAND - CONDEMNA			LAND	1 N 1F	1628000			12466.00AC							130032*		
911	LAND-FEE			TOTAL		1628000			12466.00AC									
92210	LND-INLSE PRV			LAND	1 N 21 X			15000	5265.00AC							180007		
922	LAND-IN-LEASE			TOTAL					5265.00AC									

SUBTOTAL ** GOVCOST- 1746008 CPV- 382187 LCPV- 58166 RENT PD- 15000 RENT RECD- 0

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SPECIAL AREA (MA)...REDINGTON TOWNSHIP RANGELEY ME USER (N0348A)...FASOTRAGRULANT DET BRUNSWIC

14310	EMERG VEHLE GAR		71M0	BLDG	1982 N 13	38690	52		600 SF			40	30	16	1 A	201079	89	'
143	SHIP&OTH OP BLD			TOTAL		38690	52		600 SF									
17120	APPL INSTR BLDG		7110	BLDG	1981 P N 13	99985	138		2880 SF			72	40	16	1 A	201070	82	
					1983 P N 13	60600	78		1144 SF			44	26	16	1 A	201080	116	
					1963 S N 11	754	4		100 SF			8	8	20	4 A	200951	576	
					1963 S N 11	755	4		64 SF			8	8	20	1 A	200952	578	
					TOTAL	162094	223		4188 SF									
17177	TRNG MATRL STRG		7110	BLDG	S N 21 X		10L		580 SF		X	30	22	12	1 S	280012		
					S N 21 X				1280 SF			40	32	12	4 S	280002	568	
					TOTAL				1860 SF									

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	FAC TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CU OS SG TO TV OT	C P V (000)	R E N T	A R E A	O N TA HV EA RL /T	I R R E G	L E N G T H	W I D T H	HS ET IO GR HY TS	C X O C N E D S T S	RN EU OB CM RE DA	FN AU CM IB LE YR	M L T U S E
171	TRAINING BLDGS			TOTAL		162094	223		6048	SF								
55010	MEDICAL CLINIC	7150	BLDG	1961	S N 1F				110	SF		X	77	50	31 2 S		230006*	+
550	DISPENSA/CLINIC			TOTAL					110	SF								
72111	BEQ E1/E4	7170	BLDG	1961	S N 1F				642	SF	5	PN X	77	50	31 2 S		230006*	+
72112	BEQ E5/E6-MC E5	7170	BLDG	1961	S N 1F	550000	2688		2380	SF	23	PN X	77	50	31 2 S		230006*	+
72113	BEQ E7/9-MC 6/9	7170	BLDG	1961	S N 1F				1353	SF	12	PN X	77	50	31 2 S		230006*	+
72145	DNG FAC BLT/AT	7170	BLDG	1961	S N 1F				2100	SF	24	PN X	77	50	31 2 S		230006*	+
721	UEPH			TOTAL		550000	2688		6475	SF	64	PN						
72412	BOQ,O-3 & ABOVE	71A0	BLDG	1961	S N 1F				1215	SF	5	PN X	77	50	31 2 S		230006*	+
724	UOPH			TOTAL					1215	SF	5	PN						
72510	TRHSG/EMER BLDG	7150	BLDG	1970	T N 18	2413	8		320	SF	10	PN	20	16	7 1 I		201010	624
				1970	T N 18	2413	8		320	SF	10	PN	20	16	7 1 I		201011	625
				TOTAL		4826	17		640	SF	20	PN						
725	TRHSG/EMERGENCY			TOTAL		4826	17		640	SF	20	PN						
73010	FIRE STATION	71J0	BLDG	1982	N 13				600	SF			40	30	16 1 A		201079	89 +
730	COMMUNITY FAC			TOTAL					600	SF								
81109	ELEC PWR PLT-BD	7610	BLDG	1961	S N 21 X		18L		480	SF			24	20	12 1 A		280001	567
				1963	S N 11	1119	5		96	SF			12	8	10 1 A		200944	572
				TOTAL		1119	5		576	SF								
811	ELEC PR-SOURCE			TOTAL		1119	5											
83110	SWGE TRMNT PLNT	7670	UTIL	1963	S N 11	17027	79				.02KG					A	200946	569
831	SEWAGE TRT&DSP			TOTAL		17027	79				.02KG							

SUBTOTAL ** GOVCOST- 773756 CPV- 3064828 LCPV- 27968 RENT PD- 0 RENT RECD- 0

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SPECIAL AREA (SA)...SMALL POINT PHIPPSBURG ME USER (N60087)...NAS BRUNSWICK ME

17935	WPN/RNG OP TOWR	7570	STRC	1960	S N 11	16723	83				1	EA	12	12	21	A	200937	557
179	TRAINING-OTHER			TOTAL		16723	83				1	EA						
85110	ROADS	7310	STRC	1960	S N 11	58943	291		200	SY	.01MI		150			A	200941	
851	ROADS			TOTAL		58943	291		200	SY	.01MI							
87210	SCRTY FNCE/WALL	75L0	STRC	1960	S N 13	504	2				80	LF	80		6	A	200939	
872	FENCE/WALL/TWR			TOTAL		504	2				80	LF						
91110	LAND - PURCHASE	LAND			N 18	273				.23AC							100030	
911	LAND-FEE			TOTAL		273				.23AC								
92130	LND-OTH ESMT PR	LAND			N 10	2683				6.50AC							100031	
921	LAND-EASEMENT			TOTAL		2683				6.50AC								

SUBTOTAL ** GOVCOST- 79126 CPV- 376432 LCPV- 0 RENT PD- 0 RENT RECD- 0

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SPECIAL AREA (TA)...SABINO HILL PHIPPSBURG ME USER (N60087)...NAS BRUNSWICK ME

17935	WPN/RNG OP TOWR	7570	STRC	1960	S N 11	14985	74				1	EA	12	12	50	A	200938	558
179	TRAINING-OTHER			TOTAL		14985	74				1	EA						
85110	ROADS	7310	STRC	1960	S N 13	3758	19		67	SY	.01MI		50			A	200942	
851	ROADS			TOTAL		3758	19		67	SY	.01MI							
87210	SCRTY FNCE/WALL	75L0	STRC	1960	S N 13	504	2				80	LF	80		6	A	200940	
872	FENCE/WALL/TWR			TOTAL		504	2				80	LF						

CATEGORY CODE	DESCRIPTION	MAINT COST	FAC ACC	TYPE	CHEN BOOSO AUNUTN CISSAD QLTNTO /TRGED	CUOS SG TO TV OT	CP VE (000)	RE NT	AREA	ONTAI HVRN ERAI RALE /TG	LEWIGT HGT	HSEIT IOCHY DSTS	EXCS RNEU OCCM DSTS	FNCM AUOB REDR	MILT IBUS LEYS YRE
91140	LAND - CONDEMNA LAND				N 1F	746			.23AC					100026	
911	LAND-FEE			TOTAL		746			.23AC						
92140	LND-OTH ESMT CN LAND				N 1D	1757			2.13AC					100027	
921	LAND-EASEMENT			TOTAL		1757			2.13AC						

SUBTOTAL ** GOVCOST- 21750 CPV- 95119 LCPV- 0 RENT PD- 0 RENT RECD- 0

SPECIAL AREA (UA)...E BRUNSWICK BRUNSWICK ME USER (N60087)...NAS BRUNSWICK ME

13150	TRANSMITTER BLD 71KU BLDG	1958	F	N 11	254302	1302		7270	SF	X	84	62	25	1 A	200551	523
131	COMMS-BUILDINGS			TOTAL	254302	1302		7270	SF							
81159	STD-BY GENR BLD 7610 BLDG	1958	F	N 13	11244	58		384	SF		24	16	12	1 A	200552	524
811	ELEC PR-SOURCE			TOTAL	11244	58										

SUBTOTAL ** GOVCOST- 265546 CPV- 1359330 LCPV- 0 RENT PD- 0 RENT RECD- 0

SPECIAL AREA (VA)...PORTLAND CUMBERLAND ME BRUNSWICK ME USER (N60087)...NAS BRUNSWICK ME

92130	LND-OTH ESMT PR LAND		1	N 14	2000				.52AC						100044		
921	LAND-EASEMENT			TOTAL	2000				.52AC								

SUBTOTAL ** GOVCOST- 2000 CPV- 0 LCPV- 0 RENT PD- 0 RENT RECD- 0

ACTIVITY TOTAL *** GOVCOST- 121228381 CPV- 415403932 LCPV- 89262 RENT PD- 15200 RENT RECD- 4255

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NEAREST CITY..RED BANK 10 MI NE TYPE/STATUS..ACTIVE GOVERNMENT-OPERATED INDUSTRIAL ACTIVITIES

PRODUCT/FUNCTION..WEAPONS PRODUCTION OPERATOR..... INITIALLY OCCUPIED.1943 ACTIVITY CODE..6805660

LAND

CCN	OWNED COST TO GOVT	ACRES	INGRANTED ESTIMATED VALUE	ACRES
911 LAND-FEE	2220107	11117.64		
TOTAL	2220107	11117.64		

	OWNED ACRES	INGRANTED ACRES
IMPROVED	160.00	
SEMI-IMPROVED		
UNIMPROVED	10240.64	
OTHER	717.00	
OUTGRANTED	53.91	

BUILDINGS

CCN	COST TO GOVT	OWNED CPV (000)	SQ FT	OTHER/ NAVALT	# BLDG
123 VEH FUEL/DISP	7550	32	100	OL	1
125 POL PIPELINE	21892	273	660	MI	2
131 COMMS-BUILDINGS			3956		
133 NAV TR AID-BLDG	20000	42	130		1
141 OPERATION BLDGS			1040		
143 SHIP&OTH OP BLD	2239494	9929	70399		22
156 CARGO HANDLING	2226241	2674	20575		1
159 OTH WATERFR OP	1341404	1901	11541	1EA	7
171 TRAINING BLDGS	104274	1272	10257	30PN	2
213 MNT-SHIPS	173972	490	26650	EA	2
214 MNT-TANK/AUTO	324229	3580	26632	EA	3
216 MNT-AMMUNITION	3301089	15666	100744		20
217 MNT-ELECNX/COMS	156307	1907	9750	EA	1
218 MNT-MISC/PROC	2492719	10114	53941		6
219 MNT-INS REP OPN	691587	5966	64218		17
226 PROD/AMMUNITION	24829	205	2653	EA	2
310 SCIENCE LABS	1539580	3780	65455		1
315 WEAPON/WEAP SYS	5108	57	418		1
319 MISC ITEMS & EQ	3345333	8658	94163		4
321 TECH SERVICES	118903	1533	41593		1
421 AMMO STOR/DEPOT	2326828	13908	184122	1169600CF	20
424 WPN-REL BAT STR	66955	351	1871	NS	1
441 COV STOR/DEPOT	710162	6420	69755	469524TC	7
540 DENTAL CLINICS			4010	6OU	
550 DISPENSA/CLINIC			8610	3BD	

CCN	COST TO GOVT	OWNED CPV (000)	SQ FT	OTHER/ NAVALT	# BLDG
610 ADMIN BLDGS	1434994	10687	101717		6
711 FAM HSG/DWELLG	17474850	25921	711375	553FA	142
714 FAM HSG/DET FAC	60882	707	6967	10VE	8
721 UEPH	6640627	14081	75997	185PN	6
722 UNAC PR HOU-MES	237614	3063	9941	405PN	1
724 UOPH			3700	5PN	
730 COMMUNITY FAC	623447	3627	28075		27
740 COMM FAC-MW&R I	7122111	21384	154907		18
811 ELEC PR-SOURCE	67711	183	1019	KW	4
813 ELEC PWR SUB/SW	398790	979	2500	KV	1
821 HEAT-SOURCE	71667	452	5494	MB	2
831 SEWAGE TRT&DSP	109334	308	2424	KG	4
832 SEWAGE/COLLECT	44802	547	444	LF	2
841 WTR-SUP/TMT/STG	79112	965	4448	KG	1
842 WATER DIST-POT	39689	478	585	LF	4
843 WATER-FIRE PRO	75000	915	4764	LF	2
872 FENCE/WALL/TWR	632061	1051	507	LF	3
890 MISC UTIL	765503	1104	8070	LF	2
TOTAL	57116650	175207	1996177		355
PERMANENT	56059612	163163	1891013		314
SEMI-PERM	1057038	12044	105164		41
TEMPORARY					
EXCESS					

STRUCTURES

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# STRC
111 RUNWAYS	163440	324	1230SY	LF	1
123 VEH FUEL/DISP	10243	129	SF	6OL	2
124 OPER FUEL STOR	4776	34		2000GA	1
132 COMMS-OTHER	8447	49		3EA	3
138 SHIP NAV&TR-OTH	14628	178		2EA	2
148 SHIP OPRTNL FAC	6722968	63662	15936SY	74EA	84
149 OP FAC-OTHER	379	3	SY	EA	1
151 PIERS	39558382	77115	45670SY	5850FB	3
163 MOORINGS	45000	549		11EA	1
179 TRAINING-OTHER	37392	121	AC	2EA	2
212 MNT-GUIDED MIS	29758	77	SF	2EA	2
390 RDT&E-OTHER	11140	42		1EA	2
421 AMMO STOR/DEPOT	23802903	75130	779322SF	3271980CF	244
690 OTHER ADM FACIL	5737	29		5EA	5
713 FAM HSG/TR SITE	14400	42		8FA	8
750 COMM FAC-MW&R-X	254060	616		41EA	16

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# STRC
760 MUSEUM/MEMORIAL	100	1	SF	1EA	1
841 WTR-SUP/TMT/STG	202192	2467	SF	KG	4
844 WTR SPLY/STR NP	19612	94	SF	KG	1
851 ROADS	4411117	52069	1224169SY	103MI	11
852 WALKS PARKING	529608	2818	169117SY		11
860 RAILROADS	77787478	214618		9199MI	17
871 GROUNDS DRAINAG	1771419	14939		20652091LF	6
872 FENCE/WALL/TWR	2713583	7915	SF	414352LF	5
890 MISC UTIL	38882	351	SF	LF	2
TOTAL	158157644	513373			435
PERMANENT	54221291	467048			418
SEMI-PERM	3936353	46325			17
TEMPORARY					
EXCESS	500	4			1

UTILITIES

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# UTIL
135 COMMS LINES	159337	1944		356MI	1
811 ELEC PR-SOURCE				37KW	
812 ELEC TMSN/DISTR	687941	8218	SF	352294LF	7
813 ELEC PWR SUB/SW			SF	2500KV	
821 HEAT-SOURCE	51562	698	SF	10600MB	1
822 HEAT-TMSN/DIST			SF	2972LF	
831 SEWAGE TRT&DSP	520061	2664	SF	449KG	4
832 SEWAGE/COLLECT	320953	760	SF	24402LF	4
841 WTR-SUP/TMT/STG	197522	2410	SF	1KG	1
842 WATER DIST-POT	497347	1106	SF	36859LF	7

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT	# UTIL
843 WATER-FIRE PRO	947009	11554	SF	24324LF	3
880 FIRE & OTH ALRM	398976	5039		70EX	4
TOTAL	3780708	34391			32
PERMANENT	3735773	34153			29
SEMI-PERM	44935	238			
TEMPORARY					3
EXCESS					

FAMILY HOUSING AND FAMILY HOUSING SUPPORT

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT
711 FAM HSG/DWELLG	17474850	49920	711375SF	553FA
713 FAM HSG/TR SITE	14400	42		8FA
714 FAM HSG/DET FAC	60882	707	6967SF	10VE
730 COMMUNITY FAC	1090	3	144SF	
750 COMM FAC-MW&R-X	80000	168		28EA
812 ELEC TMSN/DISTR	35467	160	SF	11550LF

CCN	COST TO GOVT	OWNED CPV (000)	AREA	OTHER/ NAVALT
832 SEWAGE/COLLECT	291971	718	SF	24402LF
842 WATER DIST-POT	271628	564	SF	22155LF
851 ROADS	211501	521	80269SY	5MI
852 WALKS PARKING	88800	205	15838SY	
871 GROUNDS DRAINAG	260183	567		11785LF
HOUSING-TOTAL	18790772	53577	# BLDGS	181

COMMITTEE TO SAVE SOUTH WEYMOUTH
February 10, 1995

On June 26, 1993 the Defense Base Closure and Realignment Commission (BRAC) unanimously voted to remove NAS South Weymouth, Massachusetts from the Secretary of Defense's list of recommended closures.

In doing so, the Commission noted that the Navy did not accurately project the costs associated with closing South Weymouth or keeping it open. These figures were modified in a manner which supported the Secretary's list. Specifically:

- The Navy contended that over $20 million in MILCON was necessary to bring NAS South Weymouth up to operational capacity. However, it was determined that the Weymouth facility only required $100,000.
- The Navy did not accurately calculate the cost of relocating units based at NAS South Weymouth to other bases. Additionally, it ignored over $50 million in MILCON to construct two new Naval Reserve facilities in Pennsylvania and West Virginia.

The Committee contested these figures and the independent analysis of BRAC confirmed these miscalculations.

The Commission's *1993 Report to the President states*:

"The Commission found several inconsistencies between COBRA analysis and data call submissions regarding personnel accounting, and military construction costs for receiver bases. The inconsistencies tended to inflate savings and deflate costs in favor of the Secretary's recommendation."

This point was also raised during the June 26, 1993 hearing:

BRAC STAFF: "..looking at South Weymouth, the initial COBRA did not reflect the construction costs for either Martinsburg for Johnstown."
"...NAS South Weymouth indicated $3.1 million of construction would be saved if we closed the base. It made no mention in the COBRA, first of all, of migrating anyone to Johnstown other than in the recommendation."
"... when we pulled up the data on Martinsburg, it had numbers that were...extremely low."

The Commission unanimously agreed to cease the further construction of Naval Reserve facilities at Johnstown, PA and Martinsburg, WVA.

We argued against the Defense Department's recommendation was flawed based on the following points:

- NAS South Weymouth is the only Naval Air Reserve facility in the Northeast. Closure of this facility would effectively eliminate the region as a source of Naval Air reservists.
- The Navy did not adequately take into consideration the unique demographic and operational needs of Reserve facilities.
- By the Navy's own analysis, NAS South Weymouth is rated one of the finest facilities in the Naval Air Reserve system.

These opinions were echoed during the June 26, 1995 Hearing:

BRAC STAFF: "The cons to [closing South Weymouth] would be a loss of the Reserve Naval air operation activity in the Northeastern United States, at least in any significant form; lowered demographics at the receiving sites in terms of numbers of people available; a loss of readiness on the unit... You would be closing a base that was rated the third-highest military value of all Naval Reserve air stations."

COMMISSIONER STUART: "I was tremendously impressed with their presentation in Boston, and I also am impressed with the logic of maintaining a Reserve facility which we already own, and it looks like a superb facility that is available to the Northeast, where there are a lot of Reservists operating... I think we have to keep in consideration that all parts of the country need to have facilities available to them, that we get balanced military support across the country."

Also the Commission's *1993 Report to the President states*:

"Demographics for the purposes of force recruiting at proposed receiver bases were not considered in relocation of squadrons... Impact on contributory support to the activities components, mission capability and readiness were not adequately considered by the Navy."

The Commission also voted to adopt a recommendation of the Committee to close the Naval Reserve Centers at Quincy and Chicopee, Massachusetts and the Naval and Marine Corps Reserve Center at Lawrence, Massachusetts and transfer their activities at NAS South Weymouth. We argued that this consolidation was both cost efficient -- in that it would close three smaller facilities -- it would also expose reservists to a the broader range of training options available at a larger facility.

Both Commissioner Bowman and Chairman Courter stated that this proposal should serve as a "national model" for the consolidation and cost savings in Naval Reserve operations.

The Commission's *1993 Report to the President states*:

"Consolidation of these activities at the existing facilities at NAS South Weymouth, would preserve reserve unit manning levels...[and] reduce overhead costs for three separate associated messing and berthing costs... and dispose of three older facilities."

02/08/95

ADVANTAGES OF RETAINING SOUTH WEYMOUTH

1. LOCALE OF SOUTH WEYMOUTH = BOSTON, MEDICAL, HIGHER EDUCATION INSTITUTIONS, MWR, QUALITY OF PERSONNEL. TRANSPORTATION = RAIL WITH A NEW STATION NEXT TO THE WEST GATE IN 1996, MAJOR AIRPORT, ENCOMPASSING INTERSTATE HIGHWAY SYSTEM.

2. COMPARISON = ADVANTAGES/DISADVANTAGES OF RETAINING NAS SOUTH WEYMOUTH RELATIVE TO NAS DALLAS, NAS ATLANTA, NAF ANDREWS, NAS NEW ORLEANS & NAS WILLOW GROVE. CONSIDERATIONS: OPERATING COSTS ARE LOWER, HIGH TECH INDUSTRY BELT, HIGH QUALITY DRAW OF SELRES RESERVISTS FROM THE TECH & AVIATION INDUSTRY, QUALITY OF TRAINING, FOUR SEASON OPERATION SUITS ANY CLIMATIC CONDITION VS FAIR WEATHER TRAINING FOR READINESS.

3. COSTS FOR TRAINING SELRES RESERVISTS VS ACTIVE DUTY IS 7 TIMES LESS THAN THE ACTIVE FORCES, THUS DURING PEACE TIME THIS THE MOST VIABLE ECONOMIC ASSET. IF THE REDUCTION IN THE RESERVE FORCE CONTINUES, OUR DEFENSE MOBILIZATION ASSET DECLINES.

4. THE STRONG COMMUNITY SUPPORT FROM THE FOUR LOCAL TOWNS THAT SURROUND NAS SOUTH WEYMOUTH. THIS SUPPORT WAS EXPRESSED DURING THE 93' BRAC PROCESS FOR RETAINING OUR INSTALLATION. RELATIVE TO THERE SUPPORT VR-62 CHRISTENED ITS FOUR C-130 AIRCRAFT THE CITY OF WEYMOUTH, CITY OF ABINGTON, CITY OF ROCKLAND AND THE CITY OF HINGHAM IN A CEREMONY AT NAS SOUTH WEYMOUTH ON JANUARY 21, 1995.

5. 1993 BRAC, COMMISSION RATIONALE TO RETAIN NAS SOUTH WEYMOUTH

   COMMISSIONER BOWMAN STATED THAT THREE PRIMARY CONSIDERATIONS PLAYED A PART IN THE VOTE. THE COMMISSIONERS FELT THAT;

   A. RESERVISTS FROM NEW ENGLAND AND NEW YORK STATE SHOULD HAVE THE RIGHT TO CONTINUE TRAINING AS FLIERS AND MECHANICS UNTIL THE NAVY PRESENTS A CONVINCING PLAN DEMONSTRATING OTHERWISE.

   B. THE BASE IS IN "SUPERB" SHAPE, WITH WELL-MAINTAINED RUNWAYS, HANGARS AND UTILITIES, AND COULD EASILY HANDLE MORE THAN ITS CURRENT THREE SQUADRONS OF AIRPLANES AND HELICOPTERS.

   C. THE NAVY DID NOT PROVE THAT SHUTTING DOWN THE WEYMOUTH BASE WHILE BUILDING THE WEST VIRGINIA AND PENNSYLVANIA BASES WOULD SAVE MONEY AS HAS BEEN CONTENDED.

   D. THE COMMISSIONERS ALSO SAID THEY WERE INFLUENCED BY A PRESENTATION MADE BY THE LOCAL BASE'S SUPPORTERS AT A FORMAL COMMISSION HEARING IN MAY.

BRAC 95 DATA CALL 11/09/94

SCENARIO

1. The feasibility of NAS South Weymouth to receive a VR squadron consisting of 3 C-9 aircraft and active duty contingent from NAS Atlanta Georgia.

2. NAS South Weymouth response to data call:

a.) The runways, taxiways and parking aprons will support the aircraft

b.) The aircraft hangars will support the aircraft

c.) The facilities will support the personnel

3. To compliment this scenario NAS South Weymouth requested the following:

a.) A 1,000 ft runway extension with a displaced threshold for the approach end of runway #17. The present runway length is 7,000 ft. The government estimate for the displaced threshold is 2.7 million.

b.) A 20,000 sq ft training/administration building. The government estimate is 2.0 million.

4. Personal comments:

a.) Navy C-9 aircraft are frequent transients to NAS South Weymouth. Runway length does not seem to be a factor since the majority of landings and takeoffs of C-9's are on runway #26, which is our shortest at 6,000 ft. A 1,000 ft runway extension with a displaced threshold for the approach end of runway #17 would bring our runway length up to today's accepted standard of 8,000 ft.

b.) The demographics of this area will most definitely support the SELRES manning for this squadron. A good example of this, is the 50 local area pilots that applied for VR-62's SELRES manning. The Boston Massachusetts area is an excellent resource for VR pilots and especially for C-9 aircraft, since the DC-9 is the common commercial carrier out of Logan International Airport in East Boston, Ma.

02/06/95 mv

NAS SOUTH WEYMOUTH CONSTRUCTION STATUS
(AS OF 27 JANUARY 1995)

ACTIVE CONSTRUCTION	CURRENT AMOUNT	AWARD DATE	PERCENTAGE COMPLETED	COMPLETION DATE
Radar Facility & Control Tower	$2,379,495	9/14/94	5	04/21/96
Aircraft Parking Apron Repairs	$560,021	2/22/94	80	04/04/95
HVAC Rehab AIMD	$660,001	01/14/94	90	09/03/94
Wetland Mitigation	$141,963	08/30/94	60	12/08/95
Replace Heating Sys Navy Family Housing	$1,140,495	04/21/94	80	09/16/95
Indefinite Qty Asbestos Removal	$27,128	04/01/93	95	04/16/94 Extended
Repair Underground Fuel Storage Tanks	$109,334	09/27/93	90	05/23/94 Extended
Pest Control Facility	$243,135	11/30/94	0	06/13/95
Alterations & Repair PSD BRAC REALIGNMENT BLDG #2	$424,154	05/02/94	80	01/09/95
Alterations & Repairs BRAC REALIGNMENT BLDG #17 SELRES	$216,500	05/02/94	15	03/08/95
Fire Station Addition	$754,000	09/23/94	20	04/06/95
Backflow Devices Various Locations	$59, 925	09/21/94	75	01/04/95 Extended
Indefinite Quantity Painting	$111,509	06/17/94	95	07/02/95
Indefinite Quantity Interior Repairs Housing	$218,930	07/06/94	98	07/21/95
Indefinite Quantity Pavement Repairs	$	12/23/94	0	01/07/96 Waiting Bonds/Ins
Resurface Taxiway Charlie	$448,000	03/01/95	0	03/15/96

COMPLETED CONSTRUCTION 1994/1995	CURRENT AMOUNT	COMPLETION DATE
Family Housing Repairs	$748,865	12/13/94
A/C Installation Galley	$132,200	11/30/94
Roof Replacement Hangar 2	$134,700	02/17/94
Replace Roof & HVAC EM Club	$237,124	11/03/94
Indefinite Quantity Painting NAS	$66,339	02/10/94
Bathroom Rehabs Housing	$218,054	08/02/94
Barracks #75 & #76 Head Rehabs	$161,825	07/13/94
Station Roof Repairs	$109,524	12/16/93
Airfield Paving Hangar #1	$468,410	09/22/94
Repairs Service Station Fuel Tanks	$27,600	12/08/94
Storm Sewer Installation	$77,250	11/07/94
Construct Spill Prevention Control	$69,400	11/04/94
Airfield Tree Brush Clearing	$40,745	02/10/94
Indefinite Quantity Painting Station	$75,174	04/18/94
Repairs & Reinsulate HVAC Hangar #1 & #2	$38,344	08/04/94
Replace Flush Hydrants Hangar #2	$41,980	07/15/94

10/24/94

NAVAL AIR STATION SOUTH WEYMOUTH

CLARIFICATION OF RUNWAY 17-35 EXTENSION

DESCRIPTION OF FEBRUARY 3, 1992 SUBMITTAL TO NAVFAC

1. Proposed Construction: Extend runway 17 & taxiway B (Bravo) by a length of 1.000 linear foot yards in a northerly direction and connect taxiway B to the extension. Accommodate the extensions with runway & taxiway edge lighting. (The present runway 17-35 length is 7,000 lf).

2. Clarification of the term DISPLACED THRESHOLD: A displaced threshold exists where the threshold for landings is located down the runway from the physical end of the runway. The displaced area between the runway end and the landing threshold may be used for takeoffs (from the 17 end an 8,000 lf runway) or for rollout when landing from the other direction (from the 35 end an 8,000 lf runway). Often the reason for the displaced threshold is to provide additional clearance of obstructions in the approach area where it is not practical to remove the obstruction. This clarification is directly quoted from NAVAIR 51-50AAA-2 Technical Manual.

3. Project Status: Has not been funded at present for A&E design by COMNAVRESFOR.

Enclosures: Project Data Sheet
Location & Site Plan
Full Size Development Plan

THE COMMONWEALTH OF MASSACHUSETTS
EXECUTIVE DEPARTMENT
STATE HOUSE • BOSTON 02133
(617) 727-3600

WILLIAM F. WELD
GOVERNOR

ARGEO PAUL CELLUCCI
LIEUTENANT GOVERNOR

February 8, 1995

The Honorable John H. Dalton
Secretary of the Navy
1000 Navy Pentagon
Washington, D.C. 20350-1000

Dear Secretary Dalton:

This letter is to follow up on our recent phone conversation concerning Naval Air Station (NAS) South Weymouth.

As we discussed, the Massachusetts National Guard is impressed with the facilities at NAS South Weymouth and, with the Navy's approval, is interested in locating a unit onto the base. Specifically, the Guard is interested in moving a field artillery battalion totaling 45 full time and 600 part time Guardsmen as well as their trucks, howitzers, and other equipment. This is a new, high priority unit that is assigned to the "Contingency Force Pool."

Locating this unit onto NAS South Weymouth would require the construction of two buildings, one of 85,000 square feet to house the military units, and one of 12,000 square feet for the maintenance of their equipment. As we discussed, the state could fund such construction from a $100 million capital improvement fund intended for the state's military installations. Moreover, the state would willingly negotiate with the Navy to fund the improvement of other facilities or infrastructure at NAS South Weymouth that would be used jointly by the Guard and Navy personnel. As I mentioned, the legislation authorizing this capital improvement fund specifies that state funding is available only if NAS South Weymouth is enhanced or expanded under the 1995 base closure process.

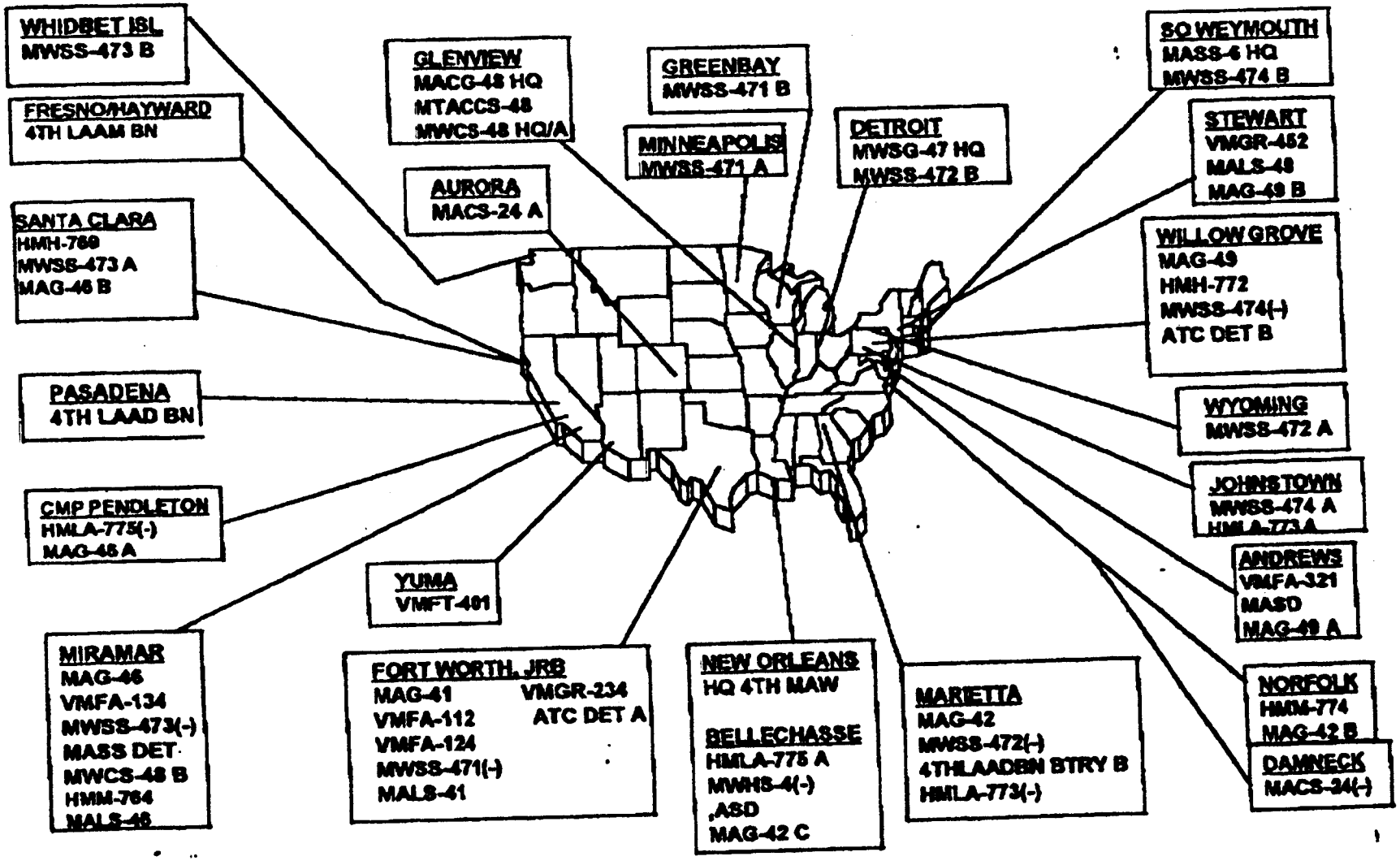
If it is all right with you, I would like to send my staff to Washington to discuss this possible option with your installation experts. Your staff can contact Jim Kane in my office at: (617) 727-3600. Thanks very much for your consideration.

Sincerely,

Bill Weld

William F. Weld

RESERVE AVIATION LAYDOWN PROJECTED BY FY99



Chapter

THE COMMONWEALTH OF MASSACHUSETTS

In the Year One Thousand Nine Hundred and Ninety-five

AN ACT RELATIVE TO STIMULATING EMPLOYMENT AND ENCOURAGING THE SITING OF CERTAIN FEDERAL FACILITIES IN THE COMMONWEALTH.

Whereas, The deferred operation of this act would tend to defeat its purpose, which is to immediately encourage the siting of certain federal facilities in the commonwealth, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

SECTION 1. Clause (4) of section 1 of chapter 300 of the acts of 1992 is hereby amended by inserting after the word "activity", in line 5, the following words:- ; the preservation and enhancement of the commonwealth's high-tech economic base.

SECTION 2. Said chapter 300 is hereby further amended by striking out section 1A, as appearing in section 1 of chapter 386 of the acts of 1992, and inserting in place thereof the following section:-

Section 1A. To provide for the projects and expenditures provided for in this act, the secretary of administration and finance is hereby authorized to spend the sum set forth in section two for the several purposes of this act, subject to the conditions specified herein and subject to the provisions of law regulating the disbursement of public funds and the approval thereof.

SECTION 3. Item 1599-8000 of section 2 of said chapter 300 is hereby amended by inserting after the word "Southbridge", in line 3, the following words:- or for capital projects to enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 4. Said item 1599-8000 of said section 2 of said chapter 300 is hereby further amended by inserting after the word "requirements", in line 7, the following words:- , or other Department of Defense requirements.

SECTION 5. Said item 1599-8000 of said section 2 of said chapter 300 is hereby further amended by inserting after the word "Southbridge", in line 16,

the following words:- or enhance or expand other Department of Defense facilities in the commonwealth.

SECTION 6. Section 3 of said chapter 300 is hereby amended by inserting after the word "Southbridge", in line 6, the following words:- , or any United States Department of Defense facilities in the commonwealth selected for enhancement or expansion as the result of the nineteen hundred and ninety-five base closure and realignment process.

SECTION 7. Said section 3 of said chapter 300 is hereby further amended by inserting after the word "chosen", in line 8, the following words:- including any land or buildings, or interest therein, necessary to carry out the purposes of this act.

SECTION 8. Section 4 of said chapter 300 is hereby amended by inserting after the word "facilities", in line 4, the following words:- or upon notification by the United States Department of Defense to the base commander or facility administrator of a Department of Defense facility that the facility has been selected for enhancement or expansion as the result of the nineteen hundred and ninety-five base closure and realignment process.

SECTION 9. Said section 4 of said chapter 300 is hereby further amended by inserting after the word "requirements", in line 11, the following words:- or other United States Department of Defense requirements.

SECTION 10. Said section 4 of said chapter 300 is hereby further amended by inserting after the word "Services", in line 23, the following words:- or other United States Department of Defense requirements.

SECTION 11. Section 5 of said chapter 300 is hereby amended by inserting after the word "facilities", in line 7, the following words:- or prior to the notification by the United States Department of Defense that facilities in the commonwealth have been selected for enhancement or expansion.

SECTION 12. Section 6 of said chapter 300 is hereby amended by inserting after the word "Government", in line 4, the following words:- , or to any United States Department of Defense contractor performing work for a Department of Defense facility.

SECTION 13. Section 7 of said chapter 300 is hereby amended by inserting after the word "Services", in line 6, the following words:- , the Department of Defense facilities that have been selected for enhancement or expansion, or a Department of Defense contractor performing work for a Department of Defense facility that has been selected for enhancement or expansion.

SECTION 14. Said chapter 300 is hereby further amended by striking out sections 8A and 8B, inserted by section 2 of chapter 386 of the acts of 1992, and inserting in place thereof the following two sections:-

Section 8A. To meet the expenditures necessary in carrying out the provisions of this act, the state treasurer shall, upon the request of the governor, issue and sell bonds of the commonwealth, in an amount to be specified by the governor from time to time, but not exceeding, in the aggregate, the sum of one hundred million dollars. Said bonds shall only be issued and sold after final approval by the United States Congress of the recommendation of the Department of Defense to locate said Finance and Accounting Services Facility in the town of Southbridge or after final approval by the United States Congress of a recommendation from the United States Defense Base Closure and Realignment Commission to enhance or expand other United States Department of Defense facilities in the commonwealth. All bonds issued by the commonwealth, as aforesaid, shall be designated on their face, Federal Facilities Enhancement Act of 1995, and shall be issued for such maximum term of years, not exceeding thirty years, as the governor may recommend to the general court pursuant to Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth; provided, however, that all such bonds shall be payable not later than December thirty-first, two thousand and thirty. Notwithstanding any other provision of this act, bonds, and the interest thereon, issued under the authority of this section shall be general obligations of the commonwealth.

Section 8B. The state treasurer may borrow from time to time on the credit of the commonwealth such sums of money as may be necessary for the purposes of meeting payments as authorized by this act and may issue and renew from time to time notes of the commonwealth therefor, bearing interest payable at such time and at such rates as shall be fixed by the state treasurer. Such notes shall be issued and may be renewed one or more times for such term, not exceeding one year, as the governor may recommend to the general court in accordance with Section 3 of Article LXII of the Amendments to the Constitution of the Commonwealth, but the final maturities of such notes, whether original or renewals shall not be later than June thirtieth, two thousand and seven. Notwithstanding any other provision of this act, notes and interest thereon issued under the authority of this act shall be general obligations of the commonwealth.

SECTION 15. Section 9 of said chapter 300 is hereby amended by inserting after the word "Southbridge", in line 3, the following words:- or to enhance or expand other United States Department of Defense facilities in the commonwealth.

SECTION 16. Said section 9 of said chapter 300 is hereby further amended by striking out, in line 4, the word "ninety-four" and inserting in place thereof the following word:- ninety-six.

SECTION 17. Nothing in this act shall be construed to preclude the town of Southbridge from accessing funds from the proceeds of any bonds issued pursuant to this act.

House of Representatives, February 9, 1995.

Preamble adopted, , Speaker.

In Senate, February 9, 1995.

Preamble adopted, William M. Bulger, President.

House of Representatives, February 9, 1995.

Bill passed to be enacted, Emanuel Lewis, Speaker.

In Senate, February 9, 1995.

Bill passed to be enacted, Louis P. Bertonazzi, President.

9 February, 1995.

Approved,

at five o'clock and 35 minutes, P. M.

William F. Weld

Governor.

Navy Times 05-29-95 Issue

LET THE BASE WARS BEGIN / 7 MORE RESERVE STATIONS EYED BY CLOSURE PANEL

By Jon R. Anderson

WASHINGTON – Navy and Marine Corps reserve officials are up in arms over recent additions to the list of possible base closures to be considered by the Base Closure and Realignment Commission.

Naval Air Station Atlanta and the Naval Air Reserve facility at Point Mugu, Calif., were among seven Navy bases added by the commission May 10 beyond what the Defense Department had recommended in February.

NAS South Weymouth, Mass., had been the only major reserve facility recommended by the Navy for closure. If shut down, it would affect two squadrons and about 3,000 reservists.

The new additions have pitted Navy and Marine Corps officials against strong local support in South Weymouth that want to keep that base open. The fact that such support saved the base from closure in previous base-closing rounds has Navy officials reacting quickly to justify their position.

Demographics

Closing Atlanta and Point Mugu "would have a devastating impact," said Rear Adm. James Olson, head of Naval Air Reserve forces.

Officials point to recruiting demographics as the key selling point for keeping the two bases open.

A strong pool of potential recruits is especially important for reserve units that must find volunteers mostly from local areas to staff units.

Base skippers at both Atlanta and Point Mugu say their areas have given them rich recruiting opportunities that have helped keep their units up to allowed strengths.

"If we were to walk away from those very rich population areas, we'd be hard-pressed to find a place to put our units," said Olson.

Col. Bart Connelly, who commands the reserve Marine Air Group 42 at Atlanta, said moving his 900 Marines out of Atlanta would seriously hurt his unit's readiness.

Relocating reserve units has hit manpower levels especially hard because the part-time sailors and Marines -- tied to local civilian jobs -- often find it difficult to make the commute to the new location.

Activists at South Weymouth, however, point out the same is true for units there that would have to move if their base is closed.

Where's the potential?

They agree demographics is a serious issue for reserve bases, but point to a Navy study that rated South Weymouth as the best in recruiting potential -- and Atlanta last.

"By the Navy's own analysis we came out higher than Atlanta. We think that should count for something," said John Haley, a state legislator and head of a grass-roots committee to save South Weymouth.

Haley, who is also a Naval Reserve commander and skipper of a unit at South Weymouth, apparently convinced commission officials that his point was worth looking into: The commission put Atlanta on its list shortly after meeting with his committee.

If Atlanta is approved for closure, it would put a monkey wrench in Pentagon plans to enlarge NAS Atlanta with units from the last round of base closures, including two F/A-18 squadrons from Cecil Field, Fla. -- one from the Marine Corps Reserve, the other from the Naval Reserve.

NAS Atlanta is currently home to about 2,000 Navy and Marine Corps reservists. The planned additions would almost double that number.

Point Mugu, which has 15 reserve units -- including one P-3 Orion squadron and one HH-60 special operations/search and rescue helicopter squadron -- totals 1,300 reservists.

The Navy's top officer, Adm. Mike Boorda, chief of naval operations, said he remains confident the base-closing commission will go with the Navy and Defense Department recommendations.

"I'm real hopeful [Atlanta and Point Mugu] will survive," he said, explaining it was the commission's responsibility to look at all of its options, but that the Navy's recommendations would stand up to scrutiny.

"I'm on the side of the angels now," he said.

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Transmitted: 95-05-21 20:31:48 EDT

Navy Times 05-29-95 Issue

MORE AIR RESERVE STATIONS ALSO LISTED

By Patrick Pexton

WASHINGTON -- When the Base Closure and Realignment Commission added two Navy reserve air stations to the list for possible closure, seven air reserve stations were also on the list.

It was a move that has upset Air Force reservists and has opened a new rift between supporters of the Air Reserve and boosters of the Air National Guard.

The loss of the seven stations, five of which are home to C-130s and two to F-16s, would devastate the reserve's airlift force, which makes up 25 percent of the Air Force's total, reservists say.

It would also hurt pilot recruiting because nearly all of the bases are in major metropolitan areas, where most airline pilots live and work.

The five airlift Air Reserve stations -- General Mitchell International Airport in Milwaukee, Minneapolis-St. Paul International Airport, Niagara Falls International Airport in New York, O'Hare International Airport in Chicago and Youngstown-Warren Regional Airport in Ohio -- together are home to 40 C-130 aircraft. The two reserve bases with F-16 Fighting Falcons are Homestead, Fla., and Naval Air Station Fort Worth, Joint Reserve Center, near Fort Worth, Texas.

They were among 16 Air Force facilities added to the base closure list on May 10 by the commission. Being added to the list does not mean the installations will close, only that closure will be considered.

Air Force Reserve officers fear the move may have been prompted by the Air National Guard and its supporters. Reservists note that at a couple of the air stations Air National Guard units are located together, but their units were not named by the commission for possible closure.

"If the commission really wants to take a comparative look, how come there are no Air National Guard bases on that list?" asked retired Col. Claire J. Gilstad, director of Air Force Affairs for the Reserve Officers Association in Washington. "I smell a rat."

Gilstad said if the commission closed all of the facilities, he doesn't know where the reserve would find room for its 40 C-130s at other bases.

A spokesman for the commission, Wade Nelson, said the Air Reserve components are being reviewed because the Air Force itself declared it had excess capacity in its reserve C130 installations. He confirmed that the Air National Guard units, more of which are fighter squadrons, are not part of the expanded list.

``This is strictly the one category of airplanes," Nelson said. ``The Air Force says it has two more facilities than it needs in this category. It is a legitimate basis for further investigation to look at all of them."

In its original list, the Air Force proposed closing only one reserve C130 base -- in Pittsburgh. Nelson said the cost savings was so close between Pittsburgh and the other five reserve air stations, the commission decided to look at them all.

Charles G. Schreiber, director of legislative activities for the Washington-based National Guard Association of the United States, said his organization ``has not done anything" to influence commission or its staff.

The commission will make its final decision June 22.

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Transmitted: 95-05-21 20:31:48 EDT

GERRY E. STUDDS
TENTH DISTRICT, MASSACHUSETTS

COMMITTEE ON RESOURCES
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RANKING DEMOCRATIC MEMBER
SUBCOMMITTEE ON NATIONAL PARKS, FORESTS AND LANDS

COMMITTEE ON COMMERCE
SUBCOMMITTEE ON HEALTH AND THE ENVIRONMENT
SUBCOMMITTEE ON TELECOMMUNICATIONS AND FINANCE

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CO-CHAIRMAN

Congress of the United States
House of Representatives

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PLYMOUTH, MA 02360

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HYANNIS
146 MAIN STREET
HYANNIS, MA 02601

To: MG Josue Robles, Jr., USA (RET)
c/o Mr. Doyle Reedy

From: Congressman Gerry Studds for
The Committee to Save South Weymouth Naval Air Station

Date: May 23, 1995

Re: Video of General Robles' April 28 Visit to South Weymouth Naval Air Station

The Committee to Save South Weymouth Naval Air Station would once again like to thank you for taking the time to visit our facility on April 28, 1995. Your level of preparedness and insightful questions and remarks were impressive to all those who had the pleasure of making your acquaintance that day.

As you may know, the presentations that were made to you on April 28, were videotaped. The Committee thought that you may find it useful to have a copy of these proceedings. We are therefore enclosing a copy of this video for your review. It is our hope that you may be able to use this tape to reemphasize some of our arguments and perhaps share them with your fellow commissioners.

As always, if you have any questions or if we can provide you with any more information, please do not hesitate to contact us. Thank you again for your time and attention to this matter.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

NAVCOMPTNOTE 7111: DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY: NAS SOUTH WEYMOUTH

ACTIVITY MOVE: Defense Courier Station

COST: $1,200,000

FY: 96

A. Receiving Activity:
Hansom Air Force Base, Massachusetts

B. Project Number:
MXRD 95-0085

C. Category Codes:
610-282

D. Relocating Activity/Tenants:
Defense Courier Station

E. UICs:
N63559

F. Facility Loading:
9 Personnel (1 Officer, 8 Enlisted)

G. Project Title:
Defense Courier Station

H. U/M (Unit of Measure):
SF

I. Project Size:
4000

J. BFR (for closing activity/tenant):
4000

K. Current Facilities (occupied by tenant):
2184

L. BFR (at receiver site):
4000

M. Receiver Site Loading (current and planned):
9 Personnel (1 Officer, 8 Enlisted)

1. COMPONENT	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
Air Force		12 APR 95

3. INSTALLATION AND LOCATION / UIC: N63559	4. PROJECT TITLE
Hanscom Air Force Base, Massachusetts	Defense Courier Station

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
	610-282	MXRD 95-0085	1,200

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
DEFENSE COURIER STATION	SF	4000	225	900
SUPPORTING FACILITIES		--	--	187
PAVEMENTS, UTILITIES, LANDSCAPING	LS	--	--	(162)
SECURITY SYSTEM	LS	--	--	(15)
EXTERIOR COMMUNICATIONS	LS	--	--	(10)
SUBTOTAL		--	--	1,087
CONTINGENCY (5.0%)		--	--	54
TOTAL CONTRACT COST		--	--	1,141
SUPERVISION, INSPECTION, & OVERHEAD (6.0%)		--	--	68
TOTAL REQUEST		--	--	1,209
TOTAL REQUEST (ROUNDED)		--	--	1,200
EQUIPMENT PROVIDED BY OTHER APPRORIATIONS		--	--	0

10. DESCRIPTION OF PROPOSED CONSTRUCTION

Single story, high bay (13' clear height), secure storage area with concrete foundation, floor, and ramp. Roof is to be concrete on metal decking, concrete masonry walls and roll-up door. The structure is to have a standing-seem metal roof and brick facing to match exterior base architecture plan. The facility is to contain administrative space for operational support, including training/conference room and a break room for 24-hour operations. The facility is to have parking for Government vehicles, staff, personal vehicles and visitors. Air conditioning is to be 10 tons.

11. REQUIREMENT: 4,000 **ADEQUATE:** 0 **SUBSTANDARD:** (0)

PROJECT: Construct a bulk handling facility for the transportation, storage, and delivery of qualified material, both sensitive and top secret, requiring continuous escort by courier.

REQUIREMENT: Construct a facility with adequate space and security to accomplish the mission of secure handling, storage, dispatch, and delivery of sensitive National defense material to DOD agencies in Massachusetts, Maine, New Hampshire, Vermont, Connecticut, Rhode Island, and New York State. The facility must provide space to load and unload trucks and vans; build up and break down MAC 453L pallets, and large commercial air container; prepare lose loads for small airplane contracts; store material ranging from 1 lb flats to 300 lb crates for delivery or on ward transportation; maintain 100% inventory control and preclude unauthorized personnel access to material.

CURRENT SITUATION: NAS South Weymouth, the current host of the Defense Courier Service Station Boston, is listed for closure on the 1995 DOD Base closure list. If the DOD list is approved,, DCSS Boston will be forced to relocate by 30 September 1997. Hanscom AFB has been selected as a receptor site due to its proximity to the existing site and its available air strip. There are no existing available facilities at Hancom that can be renovated for this purpose, so new construction is the only viable solution.

(CONTINUED ON DD 1391C)

1. COMPONENT Air Force	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 12 APR 95

3. INSTALLATION AND LOCATION

Hanscom Air Force Base, Massachusetts

4. PROJECT TITLE	5. PROJECT NO.
Defense Courier Station	MXRD 95-0085

11. REQUIREMENT (Continued)

The basic facilities requirement for courier stations has increased since the South Weymouth facility was built. A special project had been planned and previously programmed in 1997 to increase the South Weymouth facility by about 1,400 square feet to conform to courier space allowance for volume of classified material handled and number of personnel to perform courier operations. The facility at South Weymouth is 2,184 square feet and without provisions for female employees. Lease of a facility that meets security requirements of DIAM 50-3 is not likely, however, should temporary leasing become required the current Boston area and vicinity rates for office facilities run $25 per square foot per year..
IMPACT IF NOT PROVIDED: The only Defense Courier Station in the northeastern United States will not be able to provide quality service to over 290 customers in New England and New York.

12. SUPPLEMENTAL DATA:

A. ESTIMATED DESIGN DATA: (PROJECT DESIGN CONFORMS TO PART II OF MILITARY HANDBOOK 1190, "FACILITY PLANNING AND DESIGN GUIDE.")

(1) STATUS

(A) DATE DESIGN STARTED		NO
(B) PERCENT COMPLETED AS OF JANUARY	95	0
(C) DATE DESIGN 35% COMPLETE		JAN 96
(D) DATE DESIGN COMPLETE		MAY 96

(2) BASIS

(A) STANDARD OR DEFINITIVE DESIGN:	YES ____	NO X
(B) WHERE DESIGN WAS MOST RECENTLY USED:	TO BE DEVELOPED	

(3) TOTAL COST (C) = (A) + (B) OR (D) + (E):

(A) PRODUCTION OF PLANS AND SPECIFICATIONS	(69,000)
(B) ALL OTHER DESIGN COSTS	(4,000)
(C) TOTAL	73,000
(D) CONTRACT	(0)
(E) IN - HOUSE	(0)

(4) CONSTRUCTION START . . . . . AUG 96
(MONTH AND YEAR)

B. EQUIPMENT ASSOCIATED WITH THIS PROJECT WHICH WILL BE PROVIDED FROM OTHER APPROPRIATIONS:

The Courier Station will utilize existing computer systems and provide furniture through their own operational funding.

FACILITY PLANNING DOCUMENT

89DEC05

ATIVITY UIC... N00101 NAME... NAS SOUTH WEYMOUTH MA
LNANT UIC... N63559 NAME... NAVCURSERVDET BOSTON MA

CATEGORY CODE.. 14113 DESCRIPTION.. COURIER STATION
RQMTS DATE.. 19 JUL 83 PARTIAL FRP DATE.. EFD CERT DATE..

BASIC FAC	RQMT	UM	FACILITY ADEQUATE	ASSETS SUBSTNRD	DATA INADEQTE	OTHER	QUANTITY DEFICIENT	QUANTITY SURPLUS
	4000 ~~2050~~	(SF)	2134				1816 ~~466~~	

FACILITY DETAIL

FAC NO	U	EE	C	ADEQUATE	SUBSTNRD	INADEQTE	DEF CODES	SATISFACTION OF DEF/SURP ACTION ID	D	SCOPE	NT
225	N	38	P	2134 ~~4000~~			B09	~~USE~~ Dispose MILCON MXRD 75-0055	+	2134 ~~4000~~	01 02

TOTAL PROPOSED ADEQUATE ASSETS = 2134

NOTES FOR CATEGORY CODE.. 14113
GEN NOTES:

FPD ACTION NOTES:
01 Dispose of Facility due to BRAC Closure of NAS South Weymouth
02 MILCON MXRD 75-0055, 4000SF at Hanscom AFB, Massachusetts

END DATA FOR CATEGORY CODE 14113

NAVCOMPTNOTE 7111: DOCUMENTATION FOR BRAC MILCON
HOST ACTIVITY: NAS SOUTH WEYMOUTH
ACTIVITY MOVE: Ordnance Maintenance Contact Team, Lawrence
COST: $2,000,000
FY: 96

A. Receiving Activity:
MCB Quantico, VA

B. Project Number:
P-475S

C. Category Codes:
171-15
214-10

D. Relocating Activity/Tenants:
USMCR Ordnance Maintenance Contact Team

E. UICs:
45265

F. Facility Loading:
77 personnel (Active Staff and Drilling Reserves)

G. Project Title:
Building Additions and Renovations

H. U/M (Unit of Measure):
SF

I. Project Size:
12,000 (construction for Cat Code 171-15)
2,500 (renovation for Cat Code 171-15)
1,224 (construction for Cat Code 214-10)

J. BFR (for closing activity/tenant):
23,411 (171-15)
1,223 (214-10)

K. Current Facilities (occupied by tenant):
14,700 (171-15)
2,500 (214-10)

L. BFR (at receiver site):
23,411 (171-15)
1,223 (214-10)

M. Receiver Site Loading (current and planned):
77 personnel (Active Staff and Drilling Reserves)

1. COMPONENT	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE
NAVY		07 APR 95

3. INSTALLATION AND LOCATION / UIC:	4. PROJECT TITLE
MCRC QUANTICO,VA	BUILDING ADDITIONS AND RENOVATIONS

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
BRAC	171-15	P-475S	2,000

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
BUILDING ADDITIONS AND RENOVATIONS	SF	15,724		1,280
MULTI-USE BUILDING	SF	12,000	88	(1,056)
VEHICLE MAINTENANCE BUILDING	SF	1,224	108	(132)
RENOVATIONS	SF	2,500	37	(92)
SUPPORTING FACILITIES				601
SPECIAL CONSTRUCTION FEATURES	SF	(1,100)	110	(121)
ELECTRICAL UTILITIES	LS	--	--	(125)
MECHANICAL UTILITIES	LS	--	--	(290)
PAVING AND SITE IMPROVEMENTS	LS	--	--	(65)
SUBTOTAL	--	--	--	1,881
CONTINGENCY (5.0%)	--	--	--	94
TOTAL CONTRACT COST	--	--	--	1,975
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	--	--	--	118
TOTAL REQUEST	--	--	--	2,094
TOTAL REQUEST (ROUNDED)	--	--	--	2,000
EQUIPMENT PROVIDED FROM OTHER APPROPRIATIONS			(NON-ADD)	

10. DESCRIPTION OF PROPOSED CONSTRUCTION

This project will construct a two-story multi-use building and a one-story vehicle maintenance building. Both will be metal framed buildings with masonry walls, reinforcec concrete foundation and floors, metal roofs, fire protection, and heating, ventilation, and air conditioning. The renovations will repair/replace damaged walls, floors, ceilings, and doors.

11. REQUIREMENT: 15,724 SF SF **ADEQUATE:** 0 SF SF **SUBSTANDARD:** (0 SF) SF

PROJECT: Provides a Marine Corps Reserve Training Facility in the Quantico, VA area.

REQUIREMENT: A Marine Corps Reserve Facility to relocate the Reservists from Lawrence, MA to Quantico, VA due to BRAC.

CURRENT SITUATION: The Marine Corps Reserve Training Facility is curently located at Lawrence, MA which was scheduled for closure as a result of BRAC 93. Marine Reserve tenants had been directed to relocate to NAS S. Weymouth, but have been redirected to Quantico, VA as a result of a BRAC 95 redirect, thus allowing the Navy to environmentally clean up and excess the property for commercial use.

IMPACT IF NOT PROVIDED: The Marine Corps Reserve Training Facility at the Lawrence, MA cannot relocate until suitable facilities are provided at Quantico, VA, thus delaying closure plans directed by BRAC.

(CONTINUED ON DD 1391C)

DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY: NAS South Weymouth (NMCRC Lawrence, MA)

Receiving Activity	Project Number	Category Code(s)
MCB Quantico, VA	P-475S	171-15 Res Trng Bldg 214-10 Combat VMF

Relocating Activity/Tenant(s)	UIC(s)	Facility Loading
USMCR Ordnance Maint Contact Team	45265	1 Active Regular - Officer 8 Active Regular - Enlisted 0 Active Reserve - Officer 1 Active Reserve - Enlisted 3 Drilling Reserve - Officer 64 Drilling Reserve - Enlisted

Project Title	U/M	Proj. Size	Closing Facility BFR	Size of Closing Facility	Receiver Facility BFR/Act/Rev	Facility Loading Now/After
Res Trng Bldg:						
New Construction	SqFt	12,000	23,411	14,700	N/A	N/A
Rennovation	SqFt	2,500				
New VMF	SqFt	1,224	1,224	2,500	N/A	N/A

NOTE: UNIT IS PLANNED TO COLOCATE WITH THE ACTIVE FORCE ORDNANCE MAINTENANCE UNIT AT QUANTICO, VA. THIS WILL RESULT IN SOME FACILITY SAVINGS FOR MISSION-UNIQUE MAINTENANCE AREAS. HOWEVER, DEMOLITION AND NEW CONSTRUCTION WILL BE REQUIRED TO PROVIDE THE MARINE RESERVES WITH ADEQUATE EXCLUSIVE USE SPACES IN CLOSE PROXIMITY TO THE ACTIVE DUTY MAINTENANCE FACILITY.

CERTIFICATION FOR BRAC MILCON

1. Project scope and description are certified adequate to meet mission/functions:

Assistant Chief of Staff
Base Operations Section, MARFORRES

950406
Date

Senior Marine Officer
Marine Corps Reserve Activity

950412
Date

Major Claimant

Date

2. This project is certified to be required for base closure and is supported by the Shore Facilities Planning System. The DD Form 1391 with back-up documentation submitted by the activity and concurred in by the major claimant chain of command provided the initial documentation used in the certification process. We have evaluated all elements of the project and it is now considered the official document to be used as the basis for 35 percent design authorization.

EFD Commanding Officer

Date

Enclosure (2)

NAVCOMPTNOTE 7111: DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY: NAS SOUTH WEYMOUTH

ACTIVITY MOVE: USMC MASS-6 & MWSS 474 DET B

COST: $5,400,000

FY: 96

A. Receiving Activity:
MCRC Camp Edwards / Otis ANGB, MA

B. Project Number:
P-474S

C. Category Codes:
171-15
214-10

D. Relocating Activity/Tenants:
USMC MASS-6 / MWSS-474 DET B

E. UICs:
67254

F. Facility Loading:
325 personnel (Active Staff and Drilling Reserves)

G. Project Title:
Marine Corps Reserve Facility

H. U/M (Unit of Measure):
SF

I. Project Size:
33,800 (171-15)
4,848 (214-10)

J. BFR (for closing activity/tenant)
33,800 (171-15)
4,848 (214-10)

K. Current Facilities (occupied by tenant):
52,466 (171-15)
4,848 (214-10)

L. BFR (at receiver site):
33,800 (171-15)
4,848 (214-10)

M. Receiver Site Loading (current and planned):
325 personnel (Active Staff and Drilling Reserves)

1. COMPONENT NAVY	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 06 APR 95

3. INSTALLATION AND LOCATION / UIC: 20016 MCRC CAMP EDWARDS/ OTIS ANG, MA	4. PROJECT TITLE MARINE CORPS RESERVE FACILITY

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
BRAC	171-15	P-474S	5,400

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
MARINE CORPS RESERVE FACILITY	SF	38,648	--	4,299
RESERVE TRAINING BUILDING	SF	33,800	110.00	(3,718)
VEHICLE MAINTENANCE BUILDING	SF	4,848	120.00	(581)
SUPPORTING FACILITIES				573
SPECIAL CONSTRUCTION FEATURES (ARMORY)	SF	(800)	112.00	(89)
ELECTRICAL UTILITIES	LS	--	--	(175)
MECHANICAL UTILITIES	LS	--	--	(213)
PAVING AND SITE IMPROVEMENTS	LS	--	--	(96)
SUBTOTAL	--	--	--	4,872
CONTINGENCY (5.0%)	--	--	--	243
TOTAL CONTRACT COST	--	--	--	5,116
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	--	--	--	306
TOTAL REQUEST	--	--	--	5,423
TOTAL REQUEST (ROUNDED)	--	--	--	5,400
EQUIPMENT PROVIDED FROM OTHER APPROPRIATIONS			(NON-ADD)	

10. DESCRIPTION OF PROPOSED CONSTRUCTION

This project construct a two-story multi-use building and a one story vehicle maintenance bulding. Both will be metal framed with masonry walls, reinforced concrete foundation and floors and metal roofs. Fire protection and heating, ventilation, and air conditioning will be provided for each building.

11. REQUIREMENT: 38,648 SF ADEQUATE: 0 SF SUBSTANDARD: (0 SF)

PROJECT: Provide a Marine Corps Reserve Training Facility in Camp Edwards/Otis ANG, MA area.

REQUIREMENT: An adequate Marine Corps Reserve Training Facility to relocate the Marine Corps Reserve units from NAS So. Weymouth to Camp Edwards/Otis ANG, MA as directed by BRAC 95.

CURRENT SITUATION: The Marine Corps Reserve Facility is currently located on the Naval Air Station So. Weymouth, MA, a site scheduled for closure as a result of BRAC 95. The Marine Corps Reserve tenants must relocate to allow the Navy to environmentally clean up and excess the property for commercial use.

IMPACT IF NOT PROVIDED: The Marine Corps Reserve Training Facility at the Naval Air Station So. Weymouth, MA cannot relocate until adequate facilities are provided, thus delaying closure plans directed by BRAC 95.

(CONTINUED ON DD 1391C)

DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY:NAS South Weymouth

Receiving Activity	Project Number	Category Code(s)
Camp Edwards, MA	P-474S	171-15 Res Trng Bldg 214-10 Combat VMF

Relocating Activity/Tenant(s)	UIC(s)	Facility Loading
USMCR MASS-6	67254	3 Active Regular - Officer
USMCR MWSS 474 DET B	67254	33 Active Regular - Enlisted
		3 Active Reserve - Officer
		24 Active Reserve - Enlisted
		29 Drilling Reserve - Officer
		233 Drilling Reserve - Enlisted

Project Title	U/M	Proj. Size	Closing Facility BFR	Size of Closing Facility	Receiver Facility BFR/Act/Rev	Facility Loading Now/After
New Res Trng Fac	SqFt	33,800	52,466	33,800	N/A	N/A
New VMF	SqFt	4,848	4,848	4,200	N/A	N/A

NOTE: RELOCATION SITE MAY CHANGE BASED ON DEMOGRAPHICS AND ENVIRONMENTAL FACTORS CURRENTLY UNDER STUDY AT CAMP EDWARDS. IF CAMP EDWARDS CANNOT ACCOMODATE MARINE INTENTIONS, RELOCATION TO ANOTHER DOD INSTALLATION WITHIN THE STATE WILL BE NECESSARY.

CERTIFICATION FOR BRAC MILCON

1. Project scope and description are certified adequate to meet mission/functions:

Assistant Chief of Staff
Base Operations Section, MARFORRES

950407
Date

Senior Marine Officer
Marine Corps Reserve Activity

950412
Date

Major Claimant

Date

2. This project is certified to be required for base closure and is supported by the Shore Facilities Planning System. The DD Form 1391 with back-up documentation submitted by the activity and concurred in by the major claimant chain of command provided the initial documentation used in the certification process. We have evaluated all elements of the project and it is now considered the official document to be used as the basis for 35 percent design authorization.

EFD Commanding Officer

Date

NAVCOMPTNOTE 7111: DOCUMENTATION FOR BRAC MILCON

HOST ACTIVITY: NAS SOUTH WEYMOUTH

ACTIVITY MOVE: Naval Reserve Center

COST: $2,500,000

FY: 96

A. Receiving Activity:
Naval Reserve Center, Quincy, MA

B. Project Number:
P-594

C. Category Codes:
171-15

D. Relocating Activity/Tenants:
Naval Reserve Center, South Weymouth

E. UICs:
61803

F. Facility Loading:
623 personnel (Staff and Drilling Reservists)

G. Project Title:
Reserve Center Repair

H. U/M (Unit of Measure):
SF

I. Project Size:
33,000

J. BFR (for closing activity/tenant):
33,976

K. Current Facilities (occupied by tenant):
22,500

L. BFR (at receiver site):
33,976 (32,922 substandard SF existing at receiver site)

M. Receiver Site Loading (current and planned):
623 personnel (Staff and Drilling Reservists)

PROJECT DATA SHEET

COMPONENT	ESTIMATE YEAR	DATE
NAVY	1996	14 APR 95

INSTALLATION AND LOCATION	PROJECT TITLE
NAVAL RESERVE CENTER QUINCY, MA	RESERVE CENTER REPAIR

PROGRAM ELEMENT	CATEGORY CODE	PROJECT NUMBER	CURRENT COST ($000)
N/A	171-15	P-594	$2,500

Item	U/M	Quantity	Unit Cost	Cost ($000)
RESERVE CENTER REPAIR				
RESERVE CENTER	SF	33,000	56	1,848
REPAIRS TO GARAGE	SF	1,000	42	42
SUPPORTING FACILITIES				
REPAIR/EXPAND PARKING LOT	SY	10,000	30	300
CONSTRUCT NEW FENCE	LF	2,200	20	44
SUBTOTAL:	-	-	-	2,234
CONTINGENCY (5.0%)	-	-	-	111
TOTAL CONTRACT COST	-	-	-	2,345
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	-	-	-	140
TOTAL REQUEST	-	-	-	2,486
TOTAL REQUEST (ROUNDED)		-	-	2,500

DESCRIPTION OF PROPOSED CONSTRUCTION

The project will consist of installing new curtain wall with insulation finish, replacing roof, reconfiguring interior spaces, environmental clean-up, rehab of front entrance, to improve lighting replacing electrical system, installing new drop ceiling & floors, replacing heating system with new hvac system, other miscellaneous minor interior repairs, repairing existing parking lot, expanding parking lot, replacing fence, and renovating the four bay garage.

REQUIREMENT

This project provides a 650 man central drill site to support training of reservists in the Boston, MA area. Due to BRAC 95, the Naval Air Station South Weymouth, MA will be closing which necessitates the relocation of Naval Surface Reserve Forces, along with other commands, to new facilities.

PROGRAMMING DATA

ACTIVITY UIC: 61803 ALTERNATE HOST: N/A SUPPORTED UNIT: N/A

SPEC AREA: N/A INVESTMENT CATEGORY: 96 SIR: _____ RESOURCE SPONSOR: 04

MAJ/SUBCLAIMANT CODE: B INVESTMENT CATEGORY: 05 MOBILIZATION INDICATOR: _____

ACTIVITY PRIORITY: _____ CLAIMANT PRIORITY: _____ FLEP PRIORITY: _____ READINESS RATING: _____

AREA COST FACTOR: _____ FOREIGN EXCHANGE RATE: _____

PROJECT DETAIL DATA

CATEGORY CODE	DESCRIPTION	SCOPE	U/M	CC	VALIDATION INDICATOR
17115	RESERVE CENTER REPAIRS	33,000	SF	4B	
85210	REPAIR/EXPAND PARKING LOT	10,000	SY	4B	
87210	REPLACE FENCE	2,200	LF	4B	

REQUIREMENT CERTIFICATION

ACTIVITY _____ DATE: _____

MAJOR CLAIMANT _____ DATE: _____

NAVFACENGCOMHQ _____ DATE: _____

SEE FACING PAGE

SITING RATIONALE:

Parcel of 6.0 acres located directly off Sea Street, adjacent to Municipal building. This property is Navy owned.

EFD REVIEW/ANALYSIS:

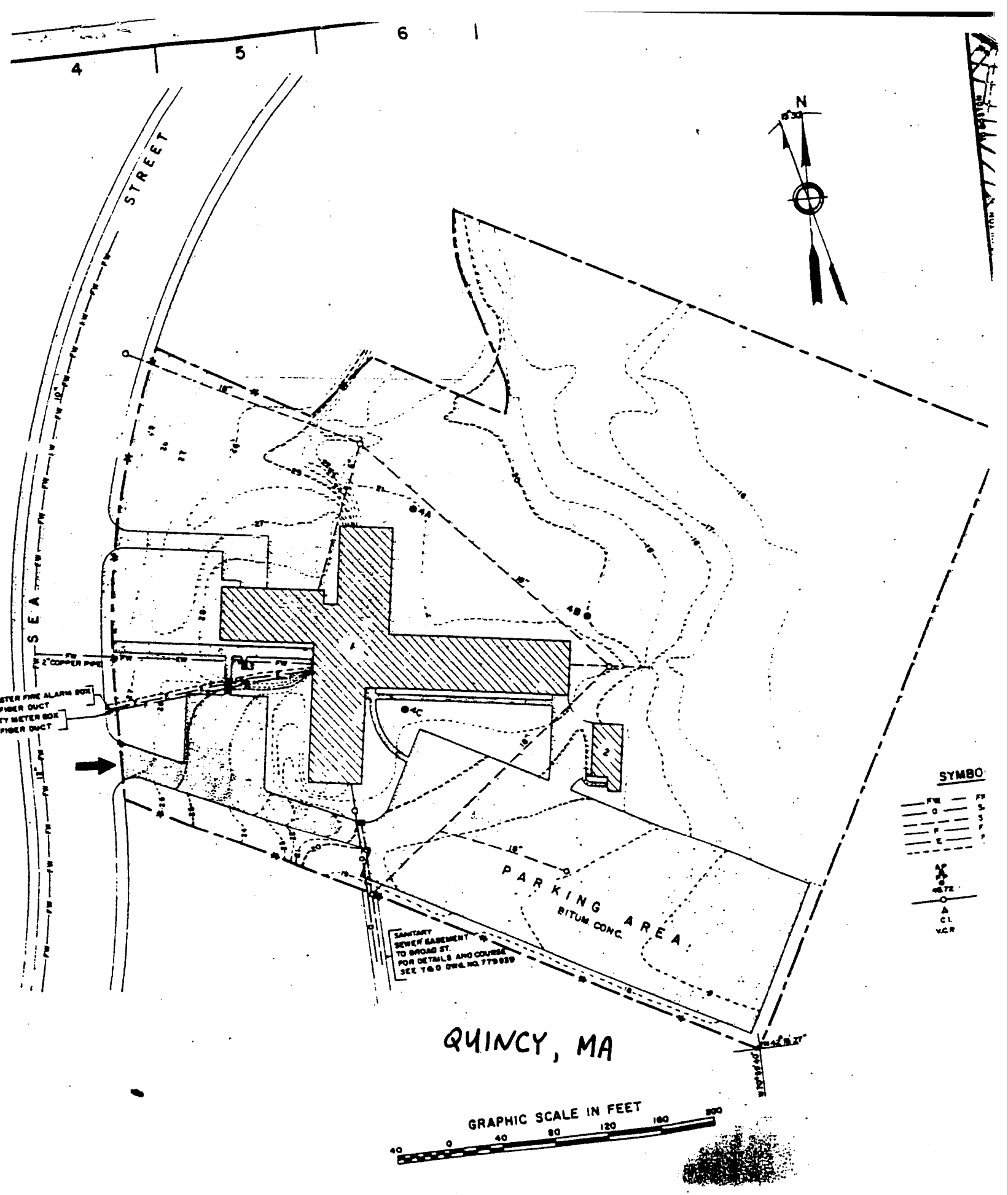
REQUIRES FURTHER ACTION?	NO	YES	COMMENTS
Explosives Safety			
Airfield Safety			
Electromagnetic Radiation			
AICUZ Violation			
Change to Approved Master Plan/CIP			
Coastal Zone Management			
Natural Resources Plan			
Dredging/Filling Permits			
Wetland/Floodplain			
Hazardous Wastes on Site			
Cultural Resources Impact			
Other Site Problems			
Utilities Support			
Roads, Parking			
Preliminary Environmental Assessment			
Preliminary Hazards Analysis			

EFD VALIDATION:

Site Approved: Yes____ No____ Deferred____

Project Supported By SFPS: Yes____ No____

Name:_____ Date:_____


4
5
6
STREET
SEA
N
2" COPPER PIPE
STER FIRE ALARM BOX
FIBER DUCT
TY METER BOX
FIBER DUCT
PARKING AREA
BITUM. CONC.
SANITARY
SEWER EASEMENT
TO BROAD ST.
FOR DETAILS AND COURSES
SEE T&D DWG. NO. 779939
SYMBO
C.L.
V.C.R.
QUINCY, MA
GRAPHIC SCALE IN FEET
40
0
40
80
120
160
200

1. COMPONENT NAVY	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 10 APR 95

3. INSTALLATION AND LOCATION / UIC: 61803 NAVAL RESERVE CENTER QUINCY, MA	4. PROJECT TITLE RESERVE CENTER REPAIR

5. PROGRAM ELEMENT	6. CATEGORY CODE	7. PROJECT NUMBER	8. COST ($000)
MCNR	171-15	P-594	$2,500

9. COST ESTIMATES

ITEM	U/M	QUANTITY	UNIT COST	COST ($000)
RESERVE CENTER REPAIR		-	-	
RESERVE CENTER	SF	33,000	56	1,848
REPAIRS TO GARAGE	SF	1,000	42	42
SUPPORTING FACILITIES				
REPAIR/EXPAND PARKING LOT	SY	10,000	30	300
CONSTRUCT NEW FENCE	LF	2,200	20	44
SUBTOTAL	-	-	-	2,234
CONTINGENCY (5.0%)	-	-	-	111
TOTAL CONTRACT COST	-	-	-	2,345
SUPERVISION, INSPECTION & OVERHEAD (6.0%)	-	-	-	140
TOTAL REQUEST	-	-	-	2,486
TOTAL REQUEST (ROUNDED)		-	-	2,500

10. DESCRIPTION OF PROPOSED CONSTRUCTION

REPAIR THE FORMER NAVAL RESERVE CENTER AT QUINCY, MA - CONSTRUCT A NEW FENCE, REPAIR AND EXPAND THE PARKING AREA, AND REPAIR THE GARAGE.

11. REQUIREMENT: 33,000SF **ADEQUATE:** 0 SF **SUBSTANDARD:** (33,000) SF

PROJECT: RESERVE CENTER REPAIRS TO FORMER NRC, QUINCY, MA

REQUIREMENT: THIS PROJECT PROVIDES A 650 MAN CENTRAL DRILL SITE TO SUPPORT TRAINING OF RESERVISTS IN THE BOSTON, MA AREA. BECAUSE OF ACTIONS AUTHORIZED FROM BRAC 95 THE NAVAL AIR STATION SOUTH WEYMOUTH, MA WILL BE CLOSING. NAVAL SURFACE RESERVE FORCES ALONG WITH OTHER COMMANDS WILL RELOCATE TO NEW FACILITIES.

CURRENT SITUATION: THE NAVAL SURFACE RESERVE FORCES CURRENTLY DRILLING AT NAS SOUTH WEYMOUTH NEED TO RELOCATE DUE TO BRAC 95. THE 650 DRILLING RESERVISTS WILL RELOCATE FROM NAS SOUTH WEYMOUTH TO FORMER NRC QUINCY, MA AS MANDATED BY BRAC LAW.

IMPACT IF NOT PROVIDED: WITHOUT THIS PROJECT, THE SURFACE NAVAL RESERVISTS DRILLING AT NAS SOUTH WEYMOUTH WILL HAVE NO PLACE TO DRILL.

ADDITIONAL ECONOMIC ALTERNATIVES CONSIDERED:

A. LEASE - THIS ALTERNATIVE IS TO LEASE A NEW FACILITY FOR TWENTY-FIVE YEARS, WITH AN INITIAL COST IN FY96 OF $750,000 INCREASING AT 3% A YEAR.

(CONTINUED ON DD 1391C)

1. COMPONENT NAVY	FY 96 MILITARY CONSTRUCTION PROJECT DATA	2. DATE 10 APR 95

3. INSTALLATION AND LOCATION
NAVAL RESERVE CENTER QUINCY, MA

4. PROJECT TITLE RESERVE CENTER REPAIR	5. PROJECT NO. P-594

11. REQUIREMENT (Continued)

B. LEASE/PURCHASE - LEASE A NEW 33,000 SF FACILITY FOR FIVE YEARS AND PURCHASE AT THE END OF THE FIFTH YEAR. THIS IS BASED ON FY96 LEASE COSTS OF $750,000 AND PURCHASE PRICE OF $3.5 MILLION.

C. CONSTRUCTION -THIS OPTION CONSTRUCTS A NEW 33,000 SF BUILDING IN FY96 FOR $4.46 MILLION AT THE SITE OF FORMER NRC QUINCY AND ENTAILS DEMOLISHING THE OLD NRC AT QUINCY, MA.

D. REPAIR - PERFORM A $2.5 MILLION (FY96) WHOLE CENTER REPAIR TO THE FORMER 33,000 SF FACILITY AT NRC QUINCY, MA. THIS ALTERNATIVE IS THE BEST USING NET PRESENT VALUE (NPV) CALCULATIONS.

E. STATUS QUO: THIS ALTERNATIVE IS NOT POSSIBLE SINCE BRAC 95 DICTATES THAT NRC SOUTH WEYMOUTH RELOCATE OUT OF NAVAL AIR STATION SOUTH WEYMOUTH, MA.

NET PRESENT VALUE CALCULATIONS INDICATE THAT REPAIRING THE FORMER NRC QUINCY,MA HAS THE LOWEST LIFE-CYCLE COST AMONG THE VIABLE ALTERNATIVES (SEE ATTACHMENT 1).

12. SUPPLEMENTAL DATA:

A. ESTIMATED DESIGN DATA: (PROJECT DESIGN CONFORMS TO PART II OF MILITARY HANDBOOK 1190, "FACILITY PLANNING AND DESIGN GUIDE.")

(1) STATUS

(A) DATE DESIGN STARTED . . . . . _____

(B) PERCENT COMPLETED AS OF JANUARY _____ . . . . . _____

(C) DATE DESIGN 35% COMPLETE . . . . . _____

(D) DATE DESIGN COMPLETE . . . . . _____

(2) BASIS

(A) STANDARD OR DEFINITIVE DESIGN: YES ____ NO ____

(B) WHERE DESIGN WAS MOST RECENTLY USED: _____

(3) TOTAL COST (C) = (A) + (B) OR (D) + (E):

(A) PRODUCTION OF PLANS AND SPECIFICATIONS . . . . . (_____)

(B) ALL OTHER DESIGN COSTS . . . . . (_____)

(C) TOTAL . . . . . _____

(D) CONTRACT . . . . . (_____)

(E) IN - HOUSE . . . . . (_____)

(4) CONSTRUCTION START . . . . . _____
(MONTH AND YEAR)

B. EQUIPMENT ASSOCIATED WITH THIS PROJECT WHICH WILL BE PROVIDED FROM OTHER APPROPRIATIONS:

EXECUTIVE SUMMARY REPORT

PROJECT TITLE: WHOLE CENTER REPAIRS TO FORMER NRC QUINCY, MA
DISCOUNT RATE: 4.9%
PERIOD OF ANALYSIS: 25 YEARS, ECONOMIC LIFE OF BUILDING
BASE YEAR: FY 96
SALVAGE VALUE: 2 MILLIONS FOR NEW BUILDING BUILT IN 1996,
1 MILLION FOR FORMER NRC QUINCY

PROJECT OBJECTIVE: THIS PROJECT WILL DO A WHOLE CENTER REPAIR OF FORMER NRC QUINCY, MA

ALTERNATIVES CONSIDER FOR THIS ANALYSIS:
DISCUSSION OF ALTERNATIVES:

ALTERNATIVE 1: LEASE A NEW BUILDING FOR FIVE YEARS, PURCHASE AT THE END OF FIFTH YEAR.

THIS ALTERNATIVE WAS CONSIDERED TO LEASE A NEW BUILDING NEAR QUINCY, MA FOR FIVE MORE YEARS AND THEN PURCHASE AT THE END OF THE FIFTH YEAR. THIS IS BASED ON PROJECTED FY96 LEASE COST OF $750,000 WHICH INCREASES AT THE RATE OF INFLATION EVERY YEAR. INFLATION WAS ESTIMATED AT 3% PER YEAR. PURCHASE PRICE AT THE END OF THE FIFTH YEAR IS $3,500,000. ANNUAL MAINTENANCE COSTS WERE ESTIMATED TO BE $173,891 IN FY2001 INCREASING AT 3% PER YEAR. SALVAGE VALUE AT THE END OF THE 25 YEARS FOR THE BUILDING WAS ESTIMATED TO BE 2 MILLIONS.
BASED ON THE ABOVE, THE ECONOMIC ANALYSIS INDICATES THAT THIS IS NOT A VIABLE OPTION. NPV FOR THIS ALTERNATIVE WAS 8.2 MILLIONS.

ALTERNATIVE 2: LEASE A NEW BUILDING FOR TWENTYFIVE YEARS

THIS ALTERNATIVE WAS CONSIDERED TO LEASE A NEW BUILDING NEAR QUINCY, MA FOR TWENTYFIVE YEARS.
THIS IS BASED ON PROJECTED FY96 LEASE COST OF $750,000 WHICH INCREASES AT THE RATE OF INFLATION EVERY YEAR. INFLATION WAS ESTIMATED AT 3% PER YEAR.
BASED ON THE ABOVE, THE ECONOMIC ANALYSIS INDICATES THAT THIS IS NOT A VIABLE OPTION. NPV FOR THIS ALTERNATIVE WAS 15.8 MILLIONS.

ALTERNATIVE 3: CONSTRUCT A NEW BUILDING IN FY 96

THIS ALTERNATIVE WAS CONSIDERED TO DEMOLISH AND THEN CONSTRUCT A NEW BUILDING AT FORMER NRC QUINCY, MA IN FY 96. THE BUILDING WOULD CONSIST OF A 33,000 SF TWO STORY MASONRY STRUCTURE. WHICH COSTS $4,460,000 TO DEMOLISH AND ERECT NEW FACILITIES. ANNUAL MAINTENANCE COSTS ARE ESTIMATED TO BE $150,000 IN FY 96 INCREASING AT 3% PER YEAR. SALVAGE VALUE IS $2 MILLIONS. BASED ON THE ABOVE, THE ECONOMIC ANALYSIS INDICATES THAT THIS IS NOT A VIABLE OPTION. NPV FOR THIS ALTERNATIVE WAS 6.7 MILLIONS.

ALTERNATIVE 4: REPAIR FORMER NRC QUINCY, MA IN FY96 (MCNR)

THIS ALTERNATIVE WOULD BE TO DO A WHOLE CENTER REPAIR TO THE EXISTING 33,000 SF FORMER NRC QUINCY, MA FACILITY IN FY96.
REPAIR COSTS WOULD BE $2,500,000 IN FY96. WITH MAINTENANCE COSTS STARTING AT $180,000 IN FY96. THESE ARE SLIGHTLY HIGHER DUE TO AGE OF BUILDING. INCREASING AT 3% PER YEAR.
SALVAGE VALUE OF BUILDING IS ONLY 1 MILLION DUE TO AGE OF BUILDING.

THIS IS THE BEST ALTERNATIVE WITH AN NPV OF 4.3 MILLIONS.

ALTERNATIVE 5: STATUS QUO, REMAIN AT NAS SOUTH WEYMOUTH, MA

THIS ALTERNATIVE IS NOT POSSIBLE SINCE BRAC 95 DICTATES THAT NAS SOUTH WEYMOUTH, BE CLOSED AND THAT NRC SOUTH WEYMOUTH RELOCATE OUTSIDE THE NAVAL AIR STATION.

ALTERNATIVE 1 - LEASE FOR FIVE YEARS, BUY AT THE END OF THE FIFTH YEAR.

ALTERNATIVE 1

FY	YR	LEASE COSTS	PURCHASE PRICE	MAINT. COSTS	DISCOUNT FACTOR	NPV	CUMULATIVE NPV
1996	0	750000			1	750000	750000
1997	1	772500			0.976	739283	1489283
1998	2	795675			0.931	728838	2218121
1999	3	819545			0.887	717921	2936042
2000	4	844131			0.846	708226	3644268
2001	5		3500000	173891	0.806	2946461	6590729
2002	6			179108	0.769	137555	6728283
2003	7			184481	0.733	135594	6863877
2004	8			190015	0.699	133581	6997458
2005	9			195716	0.666	131717	7129175
2006	10			201587	0.635	129822	7258997
2007	11			207635	0.605	127903	7386900
2008	12			213864	0.577	126180	7513080
2009	13			220280	0.55	124238	7637318
2010	14			226888	0.524	122520	7759837
2011	15			233695	0.5	120820	7880658
2012	16			240706	0.476	118909	7999566
2013	17			247927	0.454	117269	8116836
2014	18			255365	0.433	115680	8232516
2015	19			263026	0.413	113890	8346406
2016	20			270917	0.393	112430	8458836
2017	21			279044	0.375	110780	8569617
2018	22			287415	0.358	109218	8678835
2019	23			296038	0.341	107462	8786296
2020	24			304919	0.325	106112	8892408
SALVAGE VALUE OF 2 MILLIONS				-2E+06	0.31	-696000	8196408

ROUNDED 8.2 MILLIONS

ALTERNATIVE 2 - LEASE FOR TWENTYFIVE YEARS

ALTERNATIVE 2

FY	YR	LEASE COSTS	PURCHASE PRICE	MAINT. COSTS	DISCOUNT FACTOR	NPV	CUMULATIVE NPV
1994	0	750000			1	750000	750000
1995	1	772500			0.976	739283	1489283
1996	2	795675			0.931	728838	2218121
1997	3	819545			0.887	717922	2936042
1998	4	844132			0.846	708226	3644269
1999	5	869456			0.806	697303	4341572
2000	6	895539			0.769	687774	5029346
2001	7	922405			0.733	677968	5707314
2002	8	950078			0.699	667905	6375219
2003	9	978580			0.666	658584	7033803
2004	10	1007937			0.635	649112	7682915
2005	11	1038175			0.605	639516	8322431
2006	12	1069321			0.577	630899	8953330
2007	13	1101400			0.55	621190	9574520
2008	14	1134442			0.524	612599	10187119
2009	15	1168476			0.5	604102	10791220
2010	16	1203530			0.476	594544	11385764
2011	17	1239636			0.454	586348	11972112
2012	18	1276825			0.433	578402	12550513
2013	19	1315130			0.413	569451	13119965
2014	20	1354583			0.393	562152	13682117
2015	21	1395221			0.375	553903	14236019
2016	22	1437078			0.358	546089	14782109
2017	23	1480190			0.341	537309	15319418
2018	24	1524596			0.325	530559	15849977

ROUNDED 15.8 MILLIONS

ALTERNATIVE 3 - CONSTRUCT NEW BUILDING IN FY96 (MCNR)

ALTERNATIVE 3

FY	YR	LEASE COSTS	CONSTRUCT. PRICE	MAINT. COSTS	DISCOUNT FACTOR	NPV	CUMULATIVE NPV
1996	0		4460000	150000	1	4411770	4411770
1997	1			154500	0.976	147857	4559627
1998	2			159135	0.931	145768	4705394
1999	3			163909	0.887	143584	4848978
2000	4			168826	0.846	141645	4990624
2001	5			173891	0.806	139461	5130084
2002	6			179108	0.769	137555	5267639
2003	7			184481	0.733	135594	5403233
2004	8			190016	0.699	133581	5536814
2005	9			195716	0.666	131717	5668531
2006	10			201587	0.635	129822	5798353
2007	11			207635	0.605	127903	5926256
2008	12			213864	0.577	126180	6052436
2009	13			220280	0.55	124238	6176674
2010	14			226888	0.524	122520	6299194
2011	15			233695	0.5	120820	6420014
2012	16			240706	0.476	118909	6538923
2013	17			247927	0.454	117270	6656192
2014	18			255365	0.433	115680	6771873
2015	19			263026	0.413	113890	6885763
2016	20			270917	0.393	112430	6998193
2017	21			279044	0.375	110781	7108974
2018	22			287416	0.358	109218	7218192
2019	23			296038	0.341	107462	7325654
2020	24			304919	0.325	106112	7431765
SALVAGE VALUE OF 2 MILLIONS					0.31	-696000	6735765

ROUNDED 6.7 MILLIONS

ALTERNATIVE 4 - REPAIR FORMER NRC QUINCY IN FY96 (MCNR)

ALTERNATIVE 4

FY	YR	LEASE COSTS	CONSTRUCT. COSTS	MAINT. COSTS	DISCOUNT FACTOR	NPV	CUMULATIVE NPV
1996	0		2500000	180000	1	1015000	1015000
1997	1			185400	0.976	177428	1192428
1998	2			190962	0.931	174921	1367349
1999	3			196691	0.887	172301	1539650
2000	4			202592	0.846	169974	1709625
2001	5			208669	0.806	167353	1876977
2002	6			214929	0.769	165066	2042043
2003	7			221377	0.733	162712	2204755
2004	8			228019	0.699	160297	2365053
2005	9			234859	0.666	158060	2523113
2006	10			241905	0.635	155787	2678900
2007	11			249162	0.605	153484	2832383
2008	12			256637	0.577	151416	2983799
2009	13			264336	0.55	149086	3132885
2010	14			272266	0.524	147024	3279908
2011	15			280434	0.5	144984	3424893
2012	16			288847	0.476	142690	3567583
2013	17			297513	0.454	140723	3708307
2014	18			306438	0.433	138816	3847123
2015	19			315631	0.413	136668	3983791
2016	20			325100	0.393	134917	4118708
2017	21			334853	0.375	132937	4251645
2018	22			344899	0.358	131061	4382706
2019	23			355246	0.341	128954	4511660
2020	24			365903	0.325	127334	4638994
SALVAGE VALUE OF 1 MILLION				-1E+06	0.31	-348000	4290994

ROUNDED 4.3 MILLIONS

4/25/95

From: Michael Voelker

To: Doyle Reedy BRAC Staff

Subj: Request Review of NAS South Weymouth Data Call: Calcs #26, DC #16, Q #2a and Calcs #27, DC #16, Q #2a

Encl: (1) NAS South Weymouth Data Call #16, Question #2a Encl:
(2) NAS South Weymouth Committee MEMORANDUM
(3) Defense Mapping Agency (Document)
(4) Excerpt FAA Handbook 7110.65H CHZ 2
(5) DMAAC Air Facility Report

1. Please review and submit for evaluation and weight point adjustment to the Matrix for Flight Training Areas/Airspace category and Total Military Value.

2. From the Reserve Air Station Military Value Matrix Rankings - Post Audit/Pre BSEC 2/21/95

a.) Calcs 26, DC #16, Q #2a. This air station can accommodate 30 flight operations per hour IMC? The answer is YES. # Flight Ops/Hr IMC is 40-50. Comments on Limiting Factors is, Limited radar services for IMC operations.

b.) Calcs 27, DC #16, Q #2a. This air station can accommodate 80 flight operations per hour VMC? The answer is YES. # Flight Ops/Hr VMC is 80-100. Comments on Limiting Factors is NONE.

Respectfully

Michael Voelker

Michael Voelker

1c. Do you have **high speed taxiways**? Discuss number and impact on air field operations.

No. No factor.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

No.

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

Practice GCA approaches to RWY 17 are limited due to the close proximity to Logan International Airport, Boston. TRACON may delay departures at Logan to accomodate RWY 17 approaches at Weymouth. Left hand VFR traffic to RWY 17 restricted due to noise abatement for the town of Weymouth.

1f. For the main airfield and each auxiliary and outlying field, discuss any **runway design features** that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

Helo pad on taxiway simulates a Spruance class ship's flight deck.

2a. List the **number of flight operations** (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main	* 12	* 60	Limited radar services for IMC operations. (VMC limited to work load of controller.)
Auxiliary _____	N/A	N/A	
Auxiliary _____	N/A	N/A	
Auxiliary _____	N/A	N/A	

*40-50 *80-100 (DELETE VMC COMMENT)

NAS SOUTH WEYMOUTH
SAVE THE BASE
COMMITTEE

MEMORANDUM

TO: BRACC 95

FROM: NAS SOUTH WEYMOUTH THE BASE COMMITTEE

SUBJ: POST AUDIT/PRE BSEC 2/21/95

REF: a) DMACC AIR FACILITY REPORT FEB. 95
b) FAA 7110.65H

1. Based on The recent DMACC data sheet regarding NAS South Weymouth, the FAA handbook 7110.65H and review of same or similar airfields. Our committee believes the numbers that apply to the maximum aircraft this air station can accommodate both IMC(IFR) and VMC(VFR) are significantly lower than could realistically be expected. The following numbers are closer to any real estimate that can be established.

IMC (IFR)

Naval Air Station South Weymouth has two intersecting runways Ry17/35 and Ry08/26. The air station is instrument equipped with PAR Ry35, ASR Ry35, Ry26, Ry17. A TACAN services Ry35, Ry26, and Ry08. Based on ATC capabilities and separation criteria established in FAA handbook 7110.65H (3 miles or visual separation when it can be applied). The average air speed of arriving military and most civil fixed wing aircraft is 110 - 150 kts. This equates to approximately two minutes between landings or 30 arrivals per hour, using the 3-mile rule as a minimum. This number can be further increased when applying visual separation when conditions permit. Additionally more than one runway could be used when helicopters are involved. Not including departures **40 - 50** IMC arrivals are not unrealistic. Include some helicopter departures and the number could be further increased.

VMC (VFR)

The number any military airfield can accommodate per hour is difficult to estimate as it is purely situational. Under normal conditions again based on ATC capabilities, FAA 7110.65H and proven capabilities at same or similar airfields we believe our numbers are realistic. Operating with jet traffic entering the touch and go pattern from the visual overhead(continuous touch and goes). While helicopters are conducting continuous operations to another runway **80 - 100** VFR operations is certainly a genuine estimation. Again this number is situational and could be higher or lower depending on type of aircraft and existing conditions.

DEFENSE MAPPING AGENCY

MCE

10 APR 1995

SUBJECT: Air Facility Reporting (RCS: DMAM (PPA) 8062.4)

TO: COMMANDING OFFICER
NAVAL AIR STATION
OPS/ATC, CODE 50
SOUTH WEYMOUTH, MA
02190-5000

1. DoD Directive 5105.40, 12 December 1988, tasks the Military Departments to support the Defense Mapping Agency in its data collection activities. The enclosed Automated Air Facilities Information File (AAFIF) printout is the method used to collect updated airfield information. The printout should be annotated with your current airfield data and returned within 45 days to:

DEFENSE MAPPING AGENCY
ATTN: AERONAUTICAL INFORMATION LIBRARY/L-27
3200 SOUTH SECOND STREET
ST. LOUIS MO 63118-3399

2. A careful review of DMAAC AAFIF Requirements and Codes, Annotation Instructions and General Instructions should clarify the requirements for this update (See Enclosure 1). However, should you require further assistance with this Military Collection Plan, contact Ms. Beverly Woods, Aeronautical Information Library, MCEEA, address as in paragraph 1, DSN 693-8037.

3. Current photography of this air facility may be needed (refer to annotation concerning photography on the printout) to update the file or provide pictorial information of new major construction. A recent, less than three years old vertical or near vertical photo which includes all of the significant real estate within the facility boundaries is preferred.

4. If current photography is not available or procurement is not feasible at the time, do not delay submission of the updated computer information. Please annotate the printout with the name/telephone number (DSN or COMMERCIAL) of the individual to be contacted for any questions/inquiries.

DEFENSE MAPPING AGENCY AEROSPACE CENTER (DMAAC) AUTOMATED AIR FACILITIES INFORMATION FILE (AAFIF) REQUIREMENTS AND CODES, LIMITED FORMAT FILE

INTRODUCTION

The Department of Defense (DoD) has a continuous requirement for information on the operational status of airfields and related aeronautical support facilities. Current air facilities data is of prime importance to contingency and operational planners within DoD.

The Defense Mapping Agency Aerospace Center (DMAAC) is responsible for acquisition of air facilities data, maintaining an evaluated data file and providing analysis support services to all DoD elements. The Automated Air Facilities Information File (AAFIF) is an intergral part of this responsibility. The enclosed AAFIF printout for your airfield contains pertinent elements form this file that are currently in the AAFIF Data base. Instructions for annotating the printout are contained on a separate enclosed sheet.

GENERAL INSTRUCTIONS

1. These instructions provide information, details and codes used for entry to the data elements. The instructions are keyed to the data elements on the printout.

2. Data codes, used throughout the printout, are decoded as follows:

AVAILABILITY CODES	CONDITION CODES
A - Available	F - Fair
E - Estimated	G - Good
N - None or Negative	P - Poor
U - Unknown	U - Unknown
	C - Under Construction

3. Specific instructions below are keyed to the printout, reading left to right from the top. Certain items will be maintained by this Center and are shown as (DMAAC). Any comments may be placed directly on the printout.

NAME - The official name designate by the operating agency and/or official publications.

ALTERNATE NAME - The official alternate name.

BE NR - (DMAAC)

CC/PROV - (DMAAC)

LATEST INFO - The date you are changing the printout.

IS CURRENT PHOTOGRAPHY NEEDED? YES/NO (Refer to the transmittal letter)

DEFENSE MAPPING AGENCY AEROSPACE CENTER (DMAAC)
AUTOMATED AIR FACILITIES INFORMATION FILE (AAFIF)
REQUIREMENTS AND CODES, LIMITED FORMAT FILE

ANNOTATION INSTRUCTIONS

Periodic reconfirmation and update of air facility data is essential to maintain current information for use in contingency planning and conduct of air operations. The Automated Air Facilities Information File (AAFIF) is a major source of data for operational and intelligence planners so your accurate update and resolution of unknown items are solicited.

1. Please annotate information changes directly on the printout. Only one copy need be returned; the other is for your records. Use the following procedures in marking the printout.

   a. Use red or other high contrast color pen or pencil.

   b. Delete data by single line through the text. Please do not obliterate the original text.

   c. Place change annotations as closely as possible to data being revised or deleted.

   d. Use extra sheets of paper if necessary. Key revisions to date headings on the printout and attach them to the printout.

   e. Abbreviate sparingly using only accepted forms.

2. Please change the date of latest information (upper left of printout) to conform with the current date of your update, or the actual date of the information used if that date more accurately reflects the current status of the information submitted.

3. Retain instructions with your copy of printout for file and reference.

EQUIP/MAIN/SHOPS/SERVICES/LOGISTICS:

EQUIPMENT - Availability of CRASH; FIRE; CARGO, cargo handling; SNOW RMV, snow removal.

MAINTENANCE - Availability of maintenance. DEPOT, major overhaul/complete rebuild of assemblies; FIELD, designated maintenance activities with fixed shops and unit assemblies; ORGAN, organization performing minor repairs; GRND PWR, powered ground equipment other than aircraft start units, i.e., auxiliary power units.

SHOPS - NUMBER - Total number of shops; TOT SQ Ft - Total floor space in square used for shops.

SERVICES - OXYGEN - Availability of HIGH, high pressure; LOW, low pressure; LIQ, liquid.

LOGISTICS

ROADS - Select single code, in order of precedence below, to describe availability.

W - Access road to all weather highway
J - Access road to primary highway
H - Access road to secondary highway
G - Access road to gravel highway
T - Trails

RAILROADS - Select single code, in order of procedure below, to describe availability.

M - Main line
G - Branch to main line
B - Branch line
D - Spur access to main line
F - Spur access to branch line
T - Railroad at town
J - Railroad just East of airfield
R - Railroad just South of airfield
K - Railroad just West of airfield
L - Railroad just North of airfield
C - Under Construction
N - None

NAV/WATERWAYS - Select single code to describe availability.

D - Canal
F - Ocean port
L - Lake port
R - River port
P - Seasonal access by port facilities
N - None

CAPACITY - Select a DoD aircraft at gross take-off weight that has the highest possible LCN or ESWL/PSI which exerts the greatest stress on the surface of the runway. Consider runway strength, length, field elevation and approach or take-off obstructions to assure that the aircraft identified is capable of operating from that runway.

LCN - Load Classification Number of the runway based on actual runway strength without regard to other factors. If LCN values are not available provide maximum weight bearing capacity by ESWL/PSI values, aircraft types or actual depths and construction of the surface and sub-surface(s) from engineering tests and/or base engineering drawings. (DMAAC will convert to LCN values.)

RWY - Runway magnetic heading to the nearest degree, both ends.

ELEV - Runway End Elevation in MSL, both ends.

OVERRUN - Identifies the overrun for each approach/take-off end.

LNG - Overrun length in feet.

SFC - Overrun surface (same codes as runway).

LCN - Overrun Load Classification Number.

A/G - Arresting gear existence. Use the following A/G - J/B codes.

A/G - J/B CODES

1 - Lower degree end only (Runways 01-18)
2 - Higher degree end only (Runways 19-36)
3 - Both ends
N - None

J/B - Jet barrier existence. Use the above A/G - J/B codes.

TAXIWAYS - Enter details for two most significant types.

TYPE - P - parallel; O - loop; R - perimeter; D - dispersal; or L - link.

WIDTH, SURF, COND, CAPACITY - follow guidance for runways above.

PARKING - Areas available for aircraft parking.

GENERAL - General field, unprepared surface, parking. Use appropriate availability code.

APRONS, HARDSTANDS/REVETMENTS - Prepared surface parking.

NO - Total number of each type.

SQ FT - Total square feet of prepared parking areas for each type, figures shown in hundreds of square feet with the last two zeros truncated.

SURF, COND, CAPACITY - Following guidance for runways shown above.

FOR THE DIRECTOR:

Jacquelyn J. Hopkins

JACQUELYN J. HOPKINS
Chief, Product Services
Division

2 Enclosures
1. DMAAC AAFIF Regs & Codes
2. AAFIF printout, 2 cys

SOUTH WEYMOUTH NAS

DEP/IFR/ARR - Maximum number of IFR departures per hour when no arrivals occur.

DEP/IFR/MAX/ARR - Maximum number of IFR departures per hour that can be handled by departure control in which the maximum number of arrivals also occur.

ARR/VFR/DEP - Maximum number of VFR arrivals per hour when arrival have priority over departures.

DEP/VFR/ARR - Maximum number of VFR departures per hour when no arrivals occur.

DEP/VFR/ARR - Maximum number of VFR departures per hour that can be handled by departure control in which the maximum number of arrivals also occur.

OPERATOR/USER/REMARKS - Facility operator, significance, Command Headquarters, technical schools, depots, airfield potential, etc.

Section 9. RADAR ARRIVALS

5–120 VECTORS TO FINAL APPROACH COURSE

Except as provided in paragraph 7–31, vector arriving aircraft to intercept the final approach course:

a. At least 2 miles outside the approach gate unless one of the following exists:

1. When the reported ceiling is at least 500 feet above the MVA/MIA and the visibility is at least 3 miles (report may be a PIREP if no weather is reported for the airport), aircraft may be vectored to intercept the final approach course closer than 2 miles outside the approach gate but no closer than the approach gate.

2. If specifically requested by the pilot, aircraft may be vectored to intercept the final approach course inside the approach gate but no closer than the final approach fix.

b. For a precision approach, at an altitude not above the glideslope/glidepath or below the minimum glideslope intercept altitude specified on the approach procedure chart.

c. For a nonprecision approach, at an altitude which will allow descent in accordance with the published procedure.

5–120c Note.—A pilot request for an "evaluation approach," or a "coupled approach," or use of a similar term, indicates he desires the application of subparagraphs 5–120a and b.

d. EN ROUTE: At airports where controllers are required to provide vectors to the final approach course, it is required that:

1. The approach gate and, in addition, a line (solid or broken), at least 5 miles in length, depicting the final approach course--starting at or passing through the approach gate and extending away from the airport, be displayed on the radar scope, and;

2. The maximum range selected on the PVD is 125 NM, or;

3. An adjacent PVD is set at 125 NM or less, configured for the approach in use, and is utilized for the vector to the final approach course.

4. If unable to comply with 5–120d1, 5–120d2, or 5–120d3 above, issue the clearance in accordance with paragraph 4–100 of this order.

5–120 Reference.—Approach Clearance, paragraph 4–100. Final Approach Course Intersection, paragraph 5–121.

5–121 FINAL APPROACH COURSE INTERCEPTION

a. Assign headings that will permit final approach course interception on a track that does not exceed the interception angles specified in the Table 5–121[1].

Table 5–121[1]
Approach Course Interception Angle.

Distance from interception point to approach gate	*Maximum interception angle*
Less than 2 miles or Triple Simultaneous ILS/MLS Approaches in use..	20 degrees
2 miles or more	30 degrees (45 degrees for helicopters)

b. If deviations from the final approach course are observed after initial course interception, apply the following:

1. Outside the approach gate: Apply procedures in accordance with subparagraph 5–121a, if necessary, vector the aircraft for another approach.

2. Inside the approach gate: Inform the pilot of the aircraft's position and ask intentions.

Phraseology:
(Ident) (distance) MILE(S) FROM THE AIRPORT, (distance) MILE(S) RIGHT/LEFT OF COURSE, SAY INTENTIONS.

5–121 Note.—The intent is to provide for a trackcourse intercept angle judged by the controller to be no greater than specified by this procedure.

5–121 Reference.—Chapter 5, Section 9 and Section 10.

5–122 VECTORS ACROSS FINAL APPROACH COURSE

Inform the aircraft whenever a vector will take it across the final approach course and state the reason for such action.

5–122 Note.—In the event you are unable to so inform the aircraft, the pilot is not expected to turn inbound on the final approach course unless approach clearance has been issued.

Phraseology:
EXPECT VECTORS ACROSS FINAL FOR (purpose).

5–122 Example.—
"Expect vectors across final for spacing."

5–122 Reference.—Final Approach Course Interception, paragraph 5–121.

5–123 ARRIVAL INSTRUCTIONS

Issue all of the following to an aircraft before it reaches the approach gate:

a. Position relative to a fix on the final approach course. If none is portrayed on the radar display or if none is prescribed in the procedure, issue position information relative to the navigation aid which provides final approach guidance or relative to the airport.

b. Vector to intercept the final approach course if required.

c. Approach clearance except when conducting a radar approach. Issue approach clearance only after the aircraft is:

1.) 10 Mile BASE when 1800' AND/OR 3 Miles is BROKEN!
2) MVA 1500 + 500 = 2,000 - Field elev 200 = 1800

UNCLASSIFIED

NAME- SOUTH WEYMOUTH NAS
WAC INNR- 0310000430
LATEST-INFO- FEB 95
PUBLISHED- 05 APR 95 BY DMAAC/MC ST. LOUIS, MO. 63118-3399

ALTERNATE NAME- SHEA FIELD

IS CURRENT PHOTOGRAPHY NEEDED? YES/NO

DMAAC AIR FACILITY REPORT (LIMITED)
CC/PROV- US25

A A F I F

(RCS: DMAM(PPA) 8062.4)

GENERAL: COORDS 420855N 0705623W ELEV 00162 MAG VAR 016W MDU C5

	PRODUCER	SCALE	SERIES	SHEET/PRODUCER	ED	YR	MO
ATM SOURCE COORD:		N					
NON-ATM SOURCE COORD:	J	0250	V 501	NK 16-04	04	66	00

RUNWAYS:

LNGH	WIDTH	SURF	COND	CAPACITY	LCN	RWY	ELEV	OVERRUN		A/G	J/B
07002	00200	ASP	G	C5	037	351	00153	LNG-2400	SFC-GRS LCN-U	1	1
						171	00153	0500	GRS U		
06005	00150	ASP	G	P3	063	263	00150	LNG-1200	SFC-GRS LCN-U	1	1
						063	00154	1000	GRS U		

TAXIWAYS:

TYPE	WIDTH	SURF	COND	CAPACITY	TYPE	WIDTH	SURF	COND	CAPACITY
P	075	CON	G	C5	L	075	ASP	G	C5

PARKING:

	APRONS					HARDSTANDS					REVETMENTS				
GENERAL	NO	SQ FT	SURF	COND	CAPACITY	NO	SQ FT	SURF	COND	CAPACITY	NO	SQ FT	SURF	COND	CAPACITY
A	002	06000	CON	G	C5	N					N				

FUEL/OIL/LUBS:

TYPE	STGTY	FUEL DSP RATE	STG CAP	TOT STG CAP	RESTK	OILS	LUBRICANT
JET-8	JET/AV-B	JET-010000	JET-0900	ON BASE-0900	ON BASE-C	JET-A	JET-A
AV-N		AV-N	AV-N	OFF BASE-U		AV-N	AV-N
						TB-A	TB-A

EQUIP/MAIN/SHOPS/SERVICES/LOGISTICS:

EQUIPMENT: CRASH-A CARGO-A FIRE-A SNOW RMV-A
MAINTENANCE: DEPOT-N ORGAN-A FIELD-A GRND PWR-A
SHOPS: NUMBER-015 TOT SQ FT-034700
SERVICES: OXYGEN: HIGH-A LIQ-A LOW-A
LOGISTICS: ROADS-J RAILROADS-K NAV WATERWAYS-F

NAV/COM AIDS: TWR-A APP/CTL-A VOR-N TACAN-A VORTAC-N NDB-A A/G-A D/F-N PAR-A ILS-N ASR-A RNG-N

LIGHTING: TWY-A ROT/BCN-A BNDRY-N RWY/FLOOD-A RWY/STRIP-A THRESH-A VIR/INT/RWY-A VIR/INT/APP-A SEQ/STROBE-A FLARES-A
VIS/APP/SLOPE/IND-A RWY/END/IND-A RWY/CNTR-N PORT-N GOOSE/NECK-U OBSTR-A VIS/APP/PATH-A LWI-N APR/FLOOD-A

HANGARS: TOTAL/NO-002 TOTAL SQ FT-0247386

PERS ACCOM: BRKS NO-003/SQ FT-00519 ADMIN OFF NO-002/SQ FT-08707 POT/WTR-P ELEC-A SEW/DISP-A MED FAC-B OFF BASE HS-A

ARR/DEP RATES: ARR/IFR/DEP-040 DEP/IFR/ARR-040 DEP/IFR/MAX/ARR-020 ARR/VFR/DEP-060 DEP/VFR/ARR-060 DEP/VFR/ARR-040

OPERATOR/USER/REMARKS- DOD.NAVY.ATTENDED.

****
* CORRESPONDENCE CONCERNING THE QUALITY OF THIS *
* PRODUCT SHOULD BE FORWARDED TO: DMA AEROSPACE *
* CENTER, ATTN: MCPB, 3200 SOUTH SECOND STREET, ST. LOUIS, *
* MO., 63118-3399, AV 693-4646 OR COM 314/263-4646. *
****

Encl 73

Naval Air Station, South Weymouth
Personnel

As of 3/15/95	Active	SELRES Drill On / Off	CIV
- NAS	442	936 / 154	275
- Tenant			
Aviation Squadrons	233	329 / 0	0
Naval Reserve Center	24	379 / 190	0
Other Non-Aviation	86	0 / 0	30
Marines	67	393 / 0	0
TOTAL	852	2,381	305
- New England Demographics		- No Airlift Support Required For Any Drilling Unit	

Fleet Support

NAS South Weymouth Reserve Units / Individuals

- FY 91/92 Desert Shield / Desert Storm 32,000 Man Days
- FY 93 Multiple Worldwide Support Missions
- FY 94 Same as FY 93
- FY 95 Currently Supported Operations Include:
  - UPHOLD DEMOCRACY, Haiti
  - SOUTHERN WATCH, Saudi Arabia
  - SHARP GUARD, Adriatic Sea / Bosnia
  - DRUG INTERDICTION, Caribbean Sea
  - FLEET EXERCISES, Mediterranean Sea

Sheet1

Configuration Rule: "average military value of air stations left open must be at least equal to the average military value of all air stations."							
BASE		RANK		MILITARY VALUE SCORE			
Washington		1			65.16		
Willow Grove		2			64.36		
New Orleans		3			63.99		
South Weymouth		4			61.37		
Ft. Worth		5			60.94		
Atlanta		6			51.14		
AVERAGE MILITARY VALUE					61.16		
AVERAGE MV MINUS NAS S. WEYMOUTH					61.11		
AVERAGE MV MINUS NAS ATLANTA					63.16		

The following remark made by Mr. Charles Nemfakis is an excerpt from Section 5a. of the BSEC deliberations dated 9 February 1995.

Mr. Nemfakis; ***5a. South Weymouth. NAS Atlanta actually had a lower military value score than South Weymouth, but NAS Atlanta could not close because of demographics.***

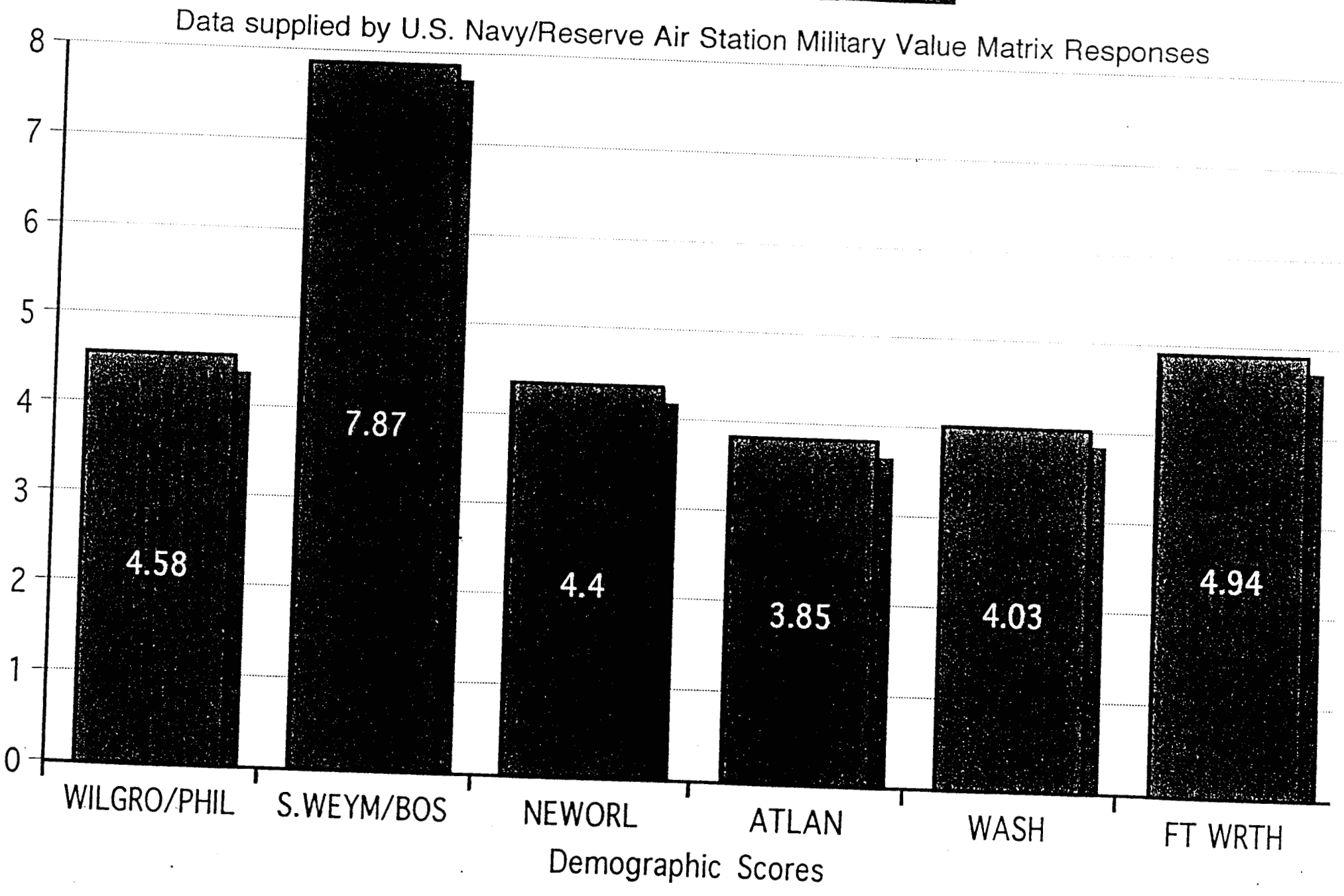
IMPORTANCE of MILITARY VALUE

"The technique that we used in the '93 round of base closure that was reviewed by the GAO and confirmed as appropriate and that we have used again this time is a technique that looks at the military value, because that is the key ingredient, and then ensures that our average military value for all activities of a sub-category remains at least as good when we get through closing activities as it was before."

Charles P. Nemfakos, Vice Chairman,
Base Structure Evaluation Committee (BSEC)
Testimony to BRAC Commissioners, 6 March 1995

Chart #2

Navy Demographic Rankings



The following is an excerpt of a letter from **Mr. Charles Nemfakos** to Chairman Jim Courter dated 20 May 1993. The certified information provided is in response to a commission inquiry regarding Navy Reserves and Surface Reserves activities.

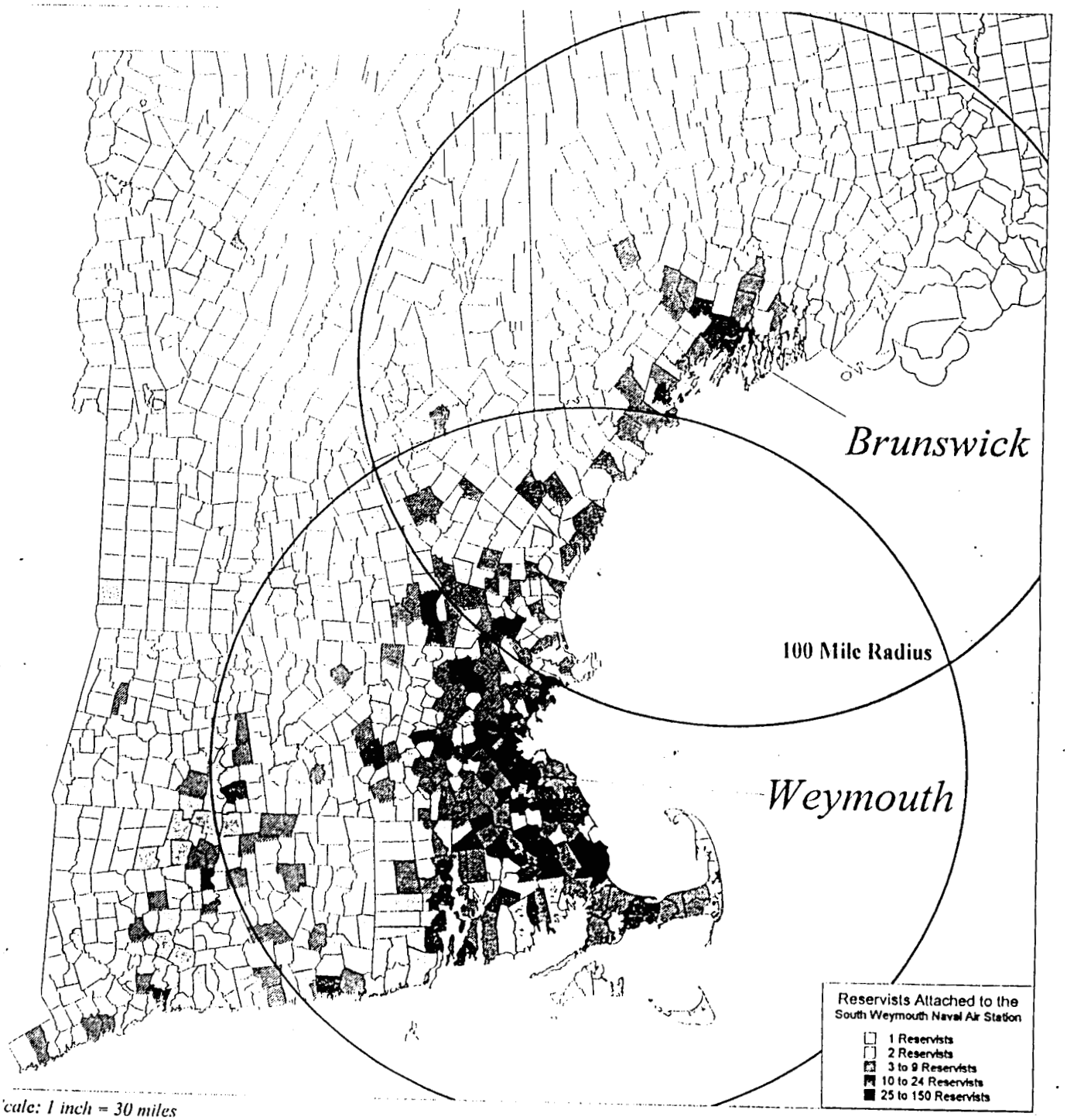
Q: Reserve units are geographically tied to demographics (i.e., areas with populations of highly educated veterans or civilians with technical skills directly related to military specialties) in order to maintain manning levels. In addition, reservists currently assigned to units are restricted in ability to relocate because of their civilian occupations and part-time military status.

Q3. What factors were considered in determining ability to retain qualified incumbent reservists and recruit new personnel at the gaining sites?

A3. A major factor in determining the ability to recruit and retain qualified reservists at a gaining site is proximity to reservists' homes. The Naval Reserve Force has consistently placed reserve activities within major population areas. This maximizes the reserve pool from which to draw within a "reasonable commuting distance", generally defined as 100 miles.

The ability to recruit and retain qualified individuals has remained exceptionally high within these areas. This demographic factor was considered by the BSEC in deliberative sessions concerning Naval Reserve activities.

Location of Naval Reservists Attached to the South Weymouth Naval Air Station



'cale: 1 inch = 30 miles
lote: 103 Naval Reservists located out of New England
'ource: South Weymouth Naval Air Station, 4/95
'repared by Weymouth Office of Planning and Community Development

Supplemental Information for Question 59.

[redacted]

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NRTSC 191	Reserve	X	X	X	X	X
NRTSC 791	Reserve	X	X	X	X	X
NRVTU 9191	Reserve	X	X	X	X	X
Reserve Mobile Construction Battalion	Reserve	X	X	X	X	X
4th Marine Div. Reserve Rifle Co.	Reserve	X	X	X	X	X

[redacted] For each of these other reserve Navy/Marine Corps units at your air station, provide the number of authorized billets and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section.

NR Activity/Unit: NRTSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	12	0	12	0	12	0	12	0
Enlisted	28	0	1	0	28	0	17	0	38	0	28	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem for unit readiness.

NR Activity/Unit: NRTSC 791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	10	0
Enlisted	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0	11	0	33	0

Remarks: Recruiting personnel of the proper rate/rating continues to be the single largest problem.

[redacted] 62A R(18 Oct 94)

NAVAL AIR STATION, SOUTH WEYMOUTH

RECENT CONSTRUCTION 1995

Project	Status	Current Amount
Air Traffic Control Tower / Ground Control Approach Radar	25% Complete	$2,400,000
New Personnel Support Detachment	Complete	$ 426,000 ('93 BRAC funded)
New Navy Reserve Center	Complete	$ 217,000 ('93 BRAC funded)
Fire Station Addition	50% Complete	$ 756,000
Aircraft Intermediate Maintenance New Heating Ventilation & A/C	Complete	$ 660,000
Navy Family Housing Heating System Replacement	90% Complete	$1,132,000

Calendar year 1995 began with $8,049,000 in active construction contracts. A sample of these contracts are listed above.

An additional $306,000 in 93' BRAC funds was used for furnishings, communication equipment, etc. for the new Naval Reserve Center and Personnel Support Detachment.

NAVAL RESERVE CENTER

CURRENT SITE

- NRC SOUTH WEYMOUTH (LOCATED NAS SOUTH WEYMOUTH)

  SUPPORTED BY MED/DEN CLINIC
  SUPPORTED BY PERSONNEL SUPPORT DETACHMENT (PSD)
  SUPPORTED BY BILLETING/GALLEY
  SUPPORTED BY RECRUITING
  SUPPORTED BY MWR/FITNESS FACILITIES

- ONLY SITE IN UNITED STATES THAT PHYSICALLY SHARES EXISTING ASSETS....WE USE NAS SPACES

- THE LARGEST RESERVE CENTER IN NEW ENGLAND

- MORALE AND QUALITY OF LIFE HAVE IMPROVED DRAMATICALLY.

***REDUCED OVERHEAD FOR NAVAL RESERVE CENTER.**

NAVAL RESERVE CENTER

POSSIBLE SITE
(DOD RECOMMENDATION)

- NRC SOUTH WEYMOUTH RETURN TO QUINCY

    - REHAB BUILDING ($2.5 MILLION REHAB)
    - INCREASE MED/DEN COSTS
    - INCREASE BILLETING COSTS
    - INCREASE MEAL COSTS
    - PERSONNEL SUPPORT DETACHMENT ???

QUALITY OF LIFE

    - NO EXCHANGE (CLOSEST NAVY NEWPORT)
    - NO BASE HOUSING
    - NO MWR FACILITIES

*** INCREASE OVERHEAD FOR NAVAL RESERVE CENTER.**

ALTERNATIVE SCENARIOS FOR NAS BRUNSWICK

- ❑ Relocate VQ-2 from NS Rota, Spain to Brunswick

- ❑ Relocate an Active-Duty P-3C squadron from NAS Jacksonville or elsewhere to Brunswick

- ❑ Downsize NAS Brunswick to a NAF, similar to Navy proposals for Key West and Corpus Christie

SOUTH WEYMOUTH SQUADRONS AND AIRCRAFT

SQUADRON	AIRCRAFT TYPE
Existing	
VP-92	P-3C (Anti-Submarine)
VR-62	C-130T (Cargo)
Base	UC-12B (Passenger)
Recent Past	
VMA-322	A-4M (Attack Jet)
HSL-74	SH-2F (Anti-Submarine Helicopter)
HML-771	UH-IN (Utility Helicopter)

AIRCRAFT TYPES POTENTIALLY RELOCATABLE TO NAVAL AIR STATION SOUTH WEYMOUTH

C-9B (Passenger/Cargo DC-9 Jet)

- ❑ Common visitor
- ❑ Fits into either hangar
- ❑ Strong airline demographics in Boston area

UH-IN/AH-IW (Utility/Attack Helicopters)

- ❑ 40-year history of Marine Reserve helicopters at South Weymouth
- ❑ South Weymouth ideal for over-water and over-land training
- ❑ Large available pool of personnel

FA-18A (Fighter/Attack Jet)

- ❑ Numerous over-water and over-land training areas nearby
- ❑ No Mans Island target range
- ❑ Dissimilar Air Combat Training opportunities
- ❑ Practice air refueling opportunities
- ❑ All weather training
- ❑ Superb demographics for squadron manning

P-3C (Anti-Submarine Warfare 4-Engine Turboprop)

- ❑ Aircraft Type already operated at South Weymouth
- ❑ Closest Reserve base to Greenland-Iceland-UK gap
- ❑ Closest Reserve base to the open ocean

6

Naval Air Station So. Weymouth
Dept. of the Navy, BRAC 95 Selection Criteria Deviations

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1) Ignored the standards set in the Base Closure Act and ignored all of their own established controls to "ensure the accuracy, completeness, and integrity of the information" upon which decisions would be made. The GAO has questioned this procedure on previous rounds of closure as the DON process clearly relies heavily upon the acceptance of certain assumptions and military judgements with no documentation to support the decisions.

2) Regardless of the DON praise for the equality and fairness of military value ranking and the process of arriving at it, the Navy disregarded NAS So. Weymouth's clearly superior standing and made their recommendation in defiance of the BRAC 95 goal to reduce excess capacity.

3) To accomplish its recommendation the Navy had to deviate substantially from the selection criteria by, at the last minute, and only to satisfy an undocumented desire of a CINC, sacrifice Reserve NAS So. Weymouth by making comparisons to active duty NAS Brunswick, a documented operationally unnecessary facility.

SUMMARY

1. Closure of NAS BRUNSWICK ME is a non-starter because it removes the only operational Naval Air Station in the Northeastern U.S. **AND** compares Reserve Air Stations with Operational Air Stations.

2. Closure of NAS SOUTH WEYMOUTH MA is predicated on faulty COBRA Data that does not reflect all significant MILCON and associated recurring costs.

3. Closure of NAS SOUTH WEYMOUTH MA permanently removes the only Naval Air Reserve presence from the Northeastern U.S.,
   - presuming reservists will be able to consistently travel 150 miles to NAS BRUNSWICK ME during winter months.
   - presuming NAS BRUNSWICK ME can provide berthing for commuting reservists.
   - presuming no loss of unit readiness and mission capability.

4. Closure of NAS ATLANTA GA does not remove a significant Naval Air Reserve presence from the Southeastern U.S. because NAS JACKSONVILLE FL, home to many reserve units, will remain.

5. Closure of NAS ATLANTA GA did not consider possibility of relocating reserve units to NAS JACKSONVILLE FL

6. Closure of NAS ATLANTA GA with transfer of reserve assets to NAS JACKSONVILLE FL
   - provides significant reserve support already in place
   - retains facilities to conduct airlift of reservists preserving unit retention
   - avoids reservists commuting by car during severe winter weather
   - provides for ability to reinsert Naval units similar to the recommendation to place Marine Corps Reserve Units into ARNG Selfridge (formerly NAF Detroit).
   - provides additional population from which to recruit reserves for units historically undermanned.

7. Closure of NAS ATLANTA GA improves overall Military Value of Naval Reserve Air Stations. All other options degrade Military Value.

Base supporters chide Navy over decision

By Sandra Oliynyk
The Patriot Ledger

NEW YORK — In their big chance to address the federal panel deciding the fate of the South Weymouth Naval Air Station, supporters Friday chastised Navy officials for ignoring their own policies and forgetting the importance of the reserves.

More than 100 supporters, carrying posters and wearing pins, cheered on congressional and local leaders as they tried to persuade the Defense Base Closure and Realignment Commission to keep the air station open.

"If the (Defense Department) set the rules to play by, then we expect that those rules are going to be adhered to," Sen. Edward Kennedy said angrily.

Kennedy, D-Mass., argued that it was unfair for the Navy to change its strategy of comparing reserve bases with each other in one category and active duty bases in another.

The new strategy led Navy officials to decide in December to close South Weymouth and move its aircraft to an active-duty base in Brunswick, Maine.

Members of the base closure commission showed little emotion and asked no questions after the 30-minute presentation.

But local officals are hoping they persuaded the commissioners to add a naval reserve station in Atlanta to a preliminary

Please see BASE — Page 34

Base supporters chide Navy over closing decision

■ BASE

Continued from Page 1

list of closings.

State Rep. Ron Mariano, D-Quincy, said he was concerned, however, because commission Chairman Alan Dixon left during the testimony on South Weymouth, leaving only four of the eight members to hear the full presentation.

Just six members attended Friday's hearings in New York, and one of them missed all of the Weymouth testimony, in addition to Dixon's early departure.

Weymouth supporters also were at a disadvantage because their presentation followed more than seven hours of pleading on behalf of other bases by politicians and local experts from New York, Connecticut and New Jersey.

State Rep. Paul Haley, D-Weymouth, argued that South Weymouth scored higher in military value and had a better demographic ranking than the Atlanta base, which is slated to remain open.

> "Let us thrive. Let us be the model for what the Navy can do for the reserves."
>
> — Rep. Paul Haley

The commissioners will decide Wednesday whether to consider adding bases to the preliminary closure list.

Pentagon officals decided in February to recommend closing South Weymouth along with 56 other sites nationwide.

The commission must submit a final closure recommendation list to President Clinton by July 1. Clinton will approve or deny the entire list by July 15.

U.S. Rep. Gerry Studds, D-Cohasset, said the Navy was unfair when it changed its method and decided to close South Weymouth.

"The decision is utterly undocumented," Studds said.

Navy officials said they decided to close South Weymouth and move its airplanes and personnel to Brunswick because the active-duty base was having problems with excess capacity.

John Yaney of Whitman, a leader on the committee working to save the South Weymouth base, told commissioners that if the Navy needed to move more planes to Brunswick it could take them from overloaded bases in Spain or Jacksonville, Fla.

Haley said moving reserve units to Brunswick does not make sense because there are not enough people to fill the squadrons based there. He said the Navy failed to conduct studies to determine whether Brunswick could handle the reserves.

"Let us thrive," Haley said. "Let us be the model for what the Navy can do for the reserves."

The hearing was held aboard the decommissioned aircraft carrier USS Intrepid, which has been turned into an air and space museum and is now a tourist attraction in New York City.

Earlier in the day, congressional leaders held a pep rally for base supporters who had traveled to New York City by train, plane and car.

"If we look at this thing on the merits, it doesn't make sense and it's wrong," Sen. John Kerry, D-Mass., said.

But Kennedy warned supporters that it would be difficult to have the South Weymouth base removed from the closure list.

"It's an uphill battle that can be won, but it's going to be a battle," Kennedy said.

Members of commission who'll decide fate of base

Patriot Ledger staff

The following are the members of the Defense Base Closure and Realignment Commission that will decide whether the South Weymouth Naval Air Station should remain on the list of military bases to be closed.

- Chairman Alan Dixon is a senior partner in the corporate and business department of the St. Louis-based law firm of Bryan Cave, which he joined in 1993 after representing Illinois in the U.S. Senate for 12 years, serving on the Armed Services Committee. He was defeated in the Democratic primary election in 1992.
- Al Cornella is the president of Cornella Refrigeration Inc. in Rapid City, S.D. He is a U.S. Navy veteran who served in Vietnam and has been active in military issues for more than a decade.
- Rebecca Cox is a vice president of Continental Airlines Inc. Before working for Continental, she served in the Reagan Administration as assistant to the president and director of the office of public liaison.
- Gen. J.B. Davis finished his 35-year U.S. Air Force career in 1993. He served as a combat fighter pilot, commander, strategic planner and programmer.
- S. Lee Kling is chairman of the board of directors for Kling Rechter & Co., a merchant banking company formed in 1991.
- Benjamin Montoya is president and chief executive officer of Public Service Company of New Mexico, an investor-owned public utility serving gas, electricity and water throughout the state. Montoya rose to the rank of rear admiral during a 31-year career in the U.S. Navy.
- Wendi Steele served as the Senate liaison for the Defense Base Closure and Realignment Commission in 1991. She worked in the Reagan Administration in the legislative affairs offices of both the Office of Management and Budget and the White House.
- Retired Army Maj. Gen. Josue "Joe" Robles Jr. is senior vice president, chief financial officer/corporate controller for USAA Financial Services. He joined USAA last July after retiring from the Army after serving 28 years.

Absent from Friday's base closure hearings in New York City were commission members Montoya and Davis; Kling was not present for the presentation on the South Weymouth Naval Air Station, and Dixon left during the Weymouth testimony.

MAY-18-95 THU 2:12 PM PUBLIC WORKS NAS SOWEY FAX NO. 617 786 7847 P. 4

Hope rises for Weymouth air base

Addition of Atlanta base to closing list may spare local facility, advocates say

By Moira Downes
SPECIAL TO THE GLOBE

WEYMOUTH – The decision to add an Atlanta military base to a list of proposed closings was applauded last week by local advocates who have fought to keep the South Weymouth Naval Air Station open.

Since December, when a federal commission listed the Weymouth station among the potential closings, state and local officials have been lobbying against the decision.

"Rather than Weymouth being scrutinized alone, this decision puts Weymouth in direct competition with Atlanta," said state Sen. Robert L. Hedlund (R-Weymouth). "This enhances Weymouth's chances of staying open."

Hedlund said he is encouraged by the news that the Base Relocation And Closure Commission decided to consider the Atlanta Naval Air Station as well.

"According to the Navy's military analysis, Weymouth has more military value than Atlanta and scored 10 points higher on a military rating value," Hedlund said.

The base-closing commission is composed of eight commissioners who are responsible for identifying bases around the country which could be closed to cut military spending.

One delegate, Joseph Robles, visited South Weymouth on April 28 to evaluate the facility. He subsequently offered a motion to add Atlanta to the commission's list, based on Weymouth's ranking in demographics and military value.

Michael Voelker, a 22-year employee of the base and a member of the Save the Base Committee, said he is pleased with the commission's decision to include Atlanta.

"The BRAC process is working," said Voelker. "If it continues to work, with our merits, there's a likelihood that we will survive."

Voelker said he will not be personally affected by the closure, but he feels strongly that the station should remain open.

"I'm behind this place 100 percent," he said.

The South Weymouth Naval Air Station employs roughly 300 civilians and approximately 800 military personnel on active duty. In addition, roughly 1,100 reservists use the base on a training schedule.

The air station, one of only six naval reserve bases in the country, was first targeted for closure in 1993. Officials later decided to keep the base operating for several military reasons. In December, it was again considered as a possible candidate for closure.

The base-closing commission must submit a final list of military bases targeted for closure to President Clinton by July 1. If approved, the list will be forwarded to Congress, where it must be accepted or rejected in its entirety. If Weymouth is on the final list, the base could be closed as early as October 1997.

However, if the list is rejected, either by Congress or by President Clinton, the bill will die and no closures will take place this year.

Bill Smith, director of military affairs for the Massachusetts Office of Business Development, said the "race is on" to see which base can present the best argument for remaining open.

"It's not out of our hands yet," said Smith, who has worked closely with Gov. Weld, as well as state and local officials to preserve the Weymouth station. "We need to point out our strengths. I'm sure the community will be very active."

Smith said that last week's decision to include Atlanta as a candidate for closure indicates that the members of the base-closing commission were responsive to Weymouth's arguments.

"This was a sign that they took us seriously," Smith said. "It takes a lot of work to convince the commission to put a base on the list."

Another key player in the fight to save the South Weymouth Air Station has been state Rep. Paul R. Haley (D-Weymouth), who was optimistic about last week's decision.

"This is what we've been shooting for since we first heard the decision," said Haley, who is chairman of the Save the Base Committee. "We are confident that if BRAC applies the selection criteria, the data will support the preservation of South Weymouth."

Document Separator

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2

STATION/FACILITY - UIC NAS SOUTH WEYMOUTH, MA 00101

1a. For the **main airfield and each auxiliary airfield**, answer the following questions:

Airfield Name Shea Field (NAS South Weymouth)

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max Load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
8/26	6005	150	PSI-N/A SWL-62,000 lbs		X			RWY 8 - E-28 RWY 26-E-28/E-5
17/35	7002	200	PSI-N/A SWL-95,000 lbs		X			E-28

*SWL - Single Wheel Loading
F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

1b. Provide the composition (concrete, asphalt, other) and **loading bearing capacity** of your aprons, ramps, and taxiway.

Apron/ramp/taxi-way Location - ID	SF	Comp.	ID Type/Model	Comments
TAXI A & E		concrete	669 PSI	
TAXI B & D		concrete	582 PSI	
TAXI C		concrete	699 PSI	NORTH OF RWY 8/26
TAXI C		asphalt	N/A	SOUTH OF RWY 8/26
Parking Apron #1		concrete	507 PSI	
Parking Apron #2		concrete	551 PSI	

Note: NAS South Weymouth can support C-5 and C-141 operations with some limitations. The C-5 cannot take off at maximum gross weight with the available runway length. It has a maximum take off weight of 796,000 pounds, but the maximum it could take off at this air station would be 600,000 pounds. The C-141 is runway weight bearing limited to Runway 17/35. It can use this runway at its maximum weight of 344,000 pounds, however runway 8/26 is limited to 255,000 pounds for these twin tandem gear aircraft.

There are no Navy, Marine Corps, Air Force or Army aircraft prohibited from using this airfield.

DC 16

AIR STATION/FACILITY - UIC **NAS SOUTH WEYMOUTH, MA 00101**
STATION CAPACITY

1a. For the **main airfield and each auxiliary airfield,** answer the following questions:

Airfield Name Shea Field (NAS South Weymouth)

For each runway, give its designation, length, width, load capacity, lighting configurations, and arresting gear types. For each runway list any approach obstructions or any restrictions on flight patterns.

Runway	Length (ft)	Width (ft)	Max load	Lighting				Arresting Gear Type(s)
				F	P	C	N	
8/26	6005	150	PSI-N/A SWL-62,000 lbs		X			RWY 8 - E-28 RWY 26-E-28/E-5
17/35	7002	200	PSI-N/A SWL-95,000 lbs		X			E-28

* SWL - Single Wheel Loading
F -- Full lighting (runway edge, center, and threshold)
P -- Partial lighting (less than full)
C -- Carrier deck lighting simulated
N -- No lighting

1b. Provide the **composition** (concrete, asphalt, other) and **load bearing capacity** of your aprons, ramps and taxiway.

Apron/ramp/taxi-way Location - ID	SF	Comp	ID Type/Model A/C Prohibited	Comments
TAXI A & E		concrete	669 PSI	
TAXI B & D		concrete	582 PSI	
TAXI C		concrete	699 PSI	NORTH OF RWY 8/26
TAXI C		asphalt	N/A	SOUTH OF RWY 8/26
Parking Apron #1		concrete	507 PSI	
Parking Apron #2		concrete	551 PSI	

1c. Do you have **high speed taxiways**? Discuss number and impact on air field operations.

No. No factor.

1d. Are **all runways** with approved instrument approaches served by **hi-speed taxiways**?

No.

1e. List any restrictions to **runways with approach obstructions** or any **restrictions on flight patterns.** Explain

Practice GCA approaches to RWY 17 are limited due to the close proximity to Logan International Airport, Boston. TRACON may delay departures at Logan to accomodate RWY 17 approaches at Weymouth. Left hand VFR traffic to RWY 17 restricted due to noise abatement for the town of Weymouth.

1f. For the main airfield and each auxiliary and outlying field, discuss any **runway design features** that are specific to particular types of aircraft (i.e., are the airfield facilities designated primarily fixed wing jet, prop, or helo aircraft?)

Helo pad on taxiway simulates a Spruance class ship's flight deck.

2a. List the **number of flight operations** (take-off, landing, or approach without landing) that the main airfield and all auxiliary fields can support on an hourly basis in both VMC and IMC. Comment on the factors at each field that limit this capacity (e.g., taxiway/runway limitations, airspace, ATC restrictions, environmental restrictions).

Airfield	# Flight Ops/Hr		Comments on Limiting Factors
	IMC	VMC	
Main	12	60	Limited radar services for IMC operations. VMC limited to work load of controller.
Auxiliary _____	N/A	N/A	
Auxiliary _____	N/A	N/A	
Auxiliary _____	N/A	N/A	

2b. Provide the average number of **(historical) flight operations** per month conducted at this station and the total number of days during which these operations were conducted. If data is not normally recorded, include estimates (and how derived). A flight operation is defined as a take-off, landing, or approach without a landing.

FY	Main Airfield		Auxiliary Field _____		Auxiliary Field _____		Auxiliary Field _____	
	# Ops	# Days	# Ops	# Days	# Ops.	# Days	# Ops.	# Days
1991	1394	362						
1992	1406	362						
1993	1702	362						

2c. What percent of your flight operations at home field are Fleet Carrier Landing Practices (FCLPs)?

0%. However, the field is able to perform FCLPs on all four runways.

2d.. Are you designated as an **authorized divert field** for any non-DOD aircraft? Explain.

No. However, Medflight does land at the field for patient transport to South Shore Hospital.

2e. Is your airfield designated as a **joint use airfield** (i.e. civilian/military, APOE)? If yes, explain mission and identify any special joint use facilities, equipment, or operational practices.

No.

2f. Are you a NATO designated facility? If yes, explain mission and identify any special NATO facilities, equipment, or operational practices.

No.

2g. What **percentage of total operations are civilian**?

5%.

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2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

NAS South Weymouth is 17 NM South of Logan International Airport. It underlies Boston Class "B" airspace. Beyond Boston class "B" airspace starting at 20 NM is mode "C" required area. The closest designated low altitude airway is 5.5 NM to the Southeast. The closest airway is 6.5 NM to the Northeast. South Weymouth is surrounded by low altitude airways, most of which route to/from Boston VORTAC 34 NM to the Southwest. There are no airways that bisect the South Weymouth Airport Traffic Area or interfere with its operations. Practice approaches to runway 17 are limited due to the close proximity to Logan. Boston TRACON must delay Logan traffic to accommodate this. Approaches to Logan runway 4 come within 8 NM of Weymouth, but have no other effect. There are five general aviation airports within a 20 NM radius but do not impact NAS South Weymouth.

2i. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air station operations? If yes, fully explain impact.

None are anticipated.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Main Airfield	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300
Aux. Airfield							
Aux. Airfield							
Aux. Airfield							

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

R - 24 hour, 7 day a week operations available.
- On VFR day, 100 flight operations per hour could be handled in a full traffic pattern of fixed wing and rotary wing aircraft.

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NAS South Weymouth

2h. Describe the major **civilian air traffic structures** (routes, terminal control areas, approaches, etc.) discuss the present and likely future impact of each on air station operations.

NAS South Weymouth is 17 NM South of Logan International Airport. It underlies Boston Class "B" airspace. Beyond Boston class "B" airspace starting at 20 NM is mode "C" required area. The closest designated low altitude airway is 5.5 NM to the Southeast. The closest airway is 6.5 NM to the Northeast. South Weymouth is surrounded by low altitude airways, most of which route to/from Boston VORTAC or to/from Providence R.I. VORTAC 34 NM to the Southwest. There are no airways that bisect the South Weymouth Airport Traffic Area or interfere with its operations. Practice approaches to runway 17 are limited due to the close proximity to Logan. Boston TRACON must delay Logan traffic to accommodate this. Approaches to Logan runway 4 come within 8NM of Weymouth, but have no other effect. There are five general aviation airports within a 20 NM radius that do not impact NAS South Weymouth.

2i. Are there any **air traffic control constraints**/procedures that currently, or may in the future, limit air station operations? If yes, fully explain impact.

None are anticipated.

2j. List the normal **hours of operation** for the main airfield and each auxiliary airfield. Indicate if this schedule varies by month or season. If not 24 hour a day operation, explain (i.e. noise restricted).

Operating Schedule	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.
Main Airfield	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300	0700-2300
Aux. Airfield _____ N/A							
Aux. Airfield _____ N/A							
Aux. Airfield _____ N/A							

3a. Assuming that airfield operations are **not constrained** by operational funding (personnel support, increased overhead costs, etc.), what **additional capacity** (in flight operations per hour) could be gained with the current equipment, physical plant, etc.? Provide details and assumptions for all calculations.

On VFR day, 100 flight operations per hour could be handled in a full traffic pattern of fixed wing and rotary wing aircraft.

3b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

All planned MILCON is intended to modernize existing systems to enhance reliability and safety. It is not necessarily intended to expand operational capacities.

3c. What **additional projects** could be added to provide **additional operating capacity**? At what estimated cost? Provide details and assumptions for all calculations.

Extending runways to 8000 feet or more to accomodate the performance requirements of more military aircraft would provide additional operating capacity. Runway centerline lighting would lower approach minimums and enhance field capacity in inclement weather.

3d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome (e.g. airspace size/availability, AICUZ restrictions, environmental restrictions, land areas). Provide details of calculations.

The air station contains designated wetand areas which prevent large scale expansion, however, land exists for an additional hangar complex. AICUZ restrictions make expansion difficult due to the number and proximity of commercial and residential buildings.

4. List all **NAVAIDS** with published approaches that support the main airfield and/or your auxiliary airfields. Note any additions/upgrades to be added between now and FY1997.

NAVAID	DESCRIPTION/LOCATION
AN/URN-25 TACAN	NAS South Weymouth
AN/FRN-39 NDB	Non-directional beacon NAS South Weymouth
AN/CPN-4A ASR	Precision approach radar NAS South Weymouth (GCA)
AN/FPN-63 PAR upgrade	due in FY 96
AN/GPN-27 ASR upgrade	due in FY 96

BASING

5a. List all **active duty Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), that will be permanently stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/ Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
None							

5b. Summarize average **visiting squadron/det loading** on air station operations(i.e. airwing/wing weapons deployment).

Squadron/Det Size (#A/C)	Apron Space Used	Hangar Space Assigned	Maintenance Support	Ave length of stay
COMRESPAT WINGLANT 10 aircraft	parking apron #1	none	Organizational/ Intermediate	3 days
VX-1 2 aircraft	parking apron #1	none	Organizational/ Intermediate	6 days

5c. If a major percent of flight operations at your air station is from other than permanently stationed squadron/detachments, provide explanation.

No.

6a. List all **reserve Navy/USMC squadrons/detachments** and the number of aircraft by type, model, and series (T/M/S), which will be stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/Det	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
* VP-92	8	P-3C UII	8	8	8	8	8
MAG-49	7	UH-1N	4	0	0	0	0
VR-62	4	C-130T	4	4	4	4	4

***PAA for VP-92 is 8. With 2 aircraft from a deactivating squadron awaiting disposition they currently have 10 onboard.**

6b. For each **reserve squadron** at your air station, provide the number of **authorized billets** and the number of personnel actually assigned to the squadron for the past three fiscal years. Provide this information in the format below for both Selected Reservists (SELRES) and Training and Administration of Reserves (TAR) Navy Reservists/Full-Time Support (FTS) Marine Corps reservists. Explain differences between authorized and actual manning in the remarks section (i.e. not enough qualified reservists in the area).

Squadron: MWSS-473	FY 1991				FY 1992 MWSS-473 DET "A"				FY 1993 MWSS-473 DET "A"			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	11	0	12	0	8	0	9	0	8	0	9	0
Enlisted	328	12	230	12	283	10	247	10	283	10	252	10

Remarks: NOTE: Squadron changed title in 1992 and again 10 Jan 94 Unit supports various units with combat engineers including heavy equipment and motor transport. MWSS-473 will continue to operate at NAS South Weymouth

Squadron: HML-771	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	13	3	13	3	13	3	8	3	13	3	13	3
NFO	13 0	0	13 0	0	13 0	0	13 0	0	13 0	0	13 0	0
Other Officer	3	0	3	0	3	0	3	0	3	0	3	0
Enlsted	49	6	75	6	49	6	71	11	49	6	75	6

Remarks: NOTE: HML-771 will deactivate/relocate 10 July 94

Squadron: HML-771	FY 1994				FY 1994				FY 1994			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	13	3	12	3								
NFO	13 0	0	0	0								
Other Officer	3	0	3	0								
Enlisted	49	2	67	6								

Remarks: Helicopter Sqaudron operating the UH1N-Huey

6b. Continued:

Squadron: MALS-49 DET "C"	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	2	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	9	0	5	0	9	0	6	0	9	0	7	0
Enlisted	51	3	60	3	51	0	73	0	51	0	60	0

Remarks: Logistics Squadron provides support for HML-771

Squadron: MALS-49 DET "C"	FY 1994				FY 1994				FY 1994			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0								
NFO	0	0	0	0								
Other Officer	9	0	6	0								
Enlisted	51	0	48	0								

Remarks:

6b. continued:

Squadron: MASS-6	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0	0	0	0	0	0	0	0	0
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	23	1	19	1	23	1	24	1	23	1	19	1
Enlisted	98	7	92	7	98	7	89	6	98	7	92	7

Remarks: **Support squadron for various units- includes aircrew for fixed wing and helicopters. Does not possess aircraft.**

Squadron: MASS-6	FY 1994				FY 1994				FY 1994			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	0	0	0	0								
NFO	0	0	0	0								
Other Officer	22	1	18	1								
Enlisted	83	5	90	4								

Remarks:

6b. Continued:

Squadron: VR-62	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	21	6	21	7	21	7	21	7	21	7	21	8
NFO	0	0	0	0	0	0	0	0	0	0	0	0
Other Officer	2	0	2	1	2	0	2	21	2	0	2	1
Enlisted	103	108	103	67	103	108	103	67	103	108	99	68

Remarks:

Squadron: VR-62	FY 1994				FY 1994				FY 1994			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	~~25~~ ~~21~~	12 ~~7~~	*	~~1~~ 2								
NFO	0	0	0	0								
Other Officer	2	1 ~~0~~	0	1								
Enlisted	~~103~~ 151	~~108~~ 101	*	~~62~~ 60								

Remarks: VR-62 in transition from C-9's to C-130. VR-62 does not have current Reserve Unit Assignment Document (RUAD) for C-130. VR-62 in process of relocating from NARA Selfridge to NAS South Weymouth.

RJS 07/4/01 29 May 01

6b. continued:

Squadron: VP-92	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	44	4	43	3	36	4	35	4	36	4	34	4
NFO	18	2	19	3	25	2	23	4	25	2	22	4
Other Officer	62 5	1	62 5	1	6 5	1	58 5	1	61 5	1	50 5	1
Enlisted	198	122	162	128	170	112	155	124	170	105	155	108

Remarks:

Squadron: VP-92	FY 1994				FY 1994				FY 1994			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Pilot	36	3 ~~4~~	34	3 ~~4~~								
NFO	25	2	22	4								
Other Officer	6 ~~5~~ 61	1	50 ~~5~~	1								
Enlisted	~~170~~ 156	~~105~~ 108	155	~~108~~ 105								

Remarks:

RJS
02/4/01
27 May 99

7. List all **Station aircraft** by number, type, model, and series (T/M/S), which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Squadron/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
NAS South Weymouth	1	UC-12B	1	1	1	1	1

8. List all **DoD and non-DoD aircraft** not previously listed, by custodian, including number, type, model, and series (T/M/S) of aircraft, which will be parked or stationed/are scheduled to be stationed at this air station at the **end** of the indicated fiscal years.

Service/ Agency/ Custodian	# of Aircraft (PAA)	Aircraft (T/M/S)	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
None							

9a. List other **operational command or support units** (ie. air wing staffs, MWSG, MWSS, MACG, MASS, etc.) stationed at this installation. For each Unit, give the unit identification number/UIC, mission, and facilities required (currently being used) to support the unit (i.e. equipment parking - 2500 SF; maintenance shop-200 SF; etc.).

NONE			

9b. Due to BRAC or other realignments, what increases/decreases in operational command or support units will occur at your installation. Provide expected gains/losses by year through 2001.

NONE

10a. List all other USN/USNR, USMC/USMCR, and other DoD or non-DoD active and SELRES units not listed previously, that are scheduled to be stationed at this air station at the end of the indicated fiscal years.

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
4th MARDIV 1/25	RESERVE	XX	XX	XX	XX	XX
ABFC H14 AVTKFM 101	RESERVE	XX	XX	XX	XX	XX
COMSUBGRU-2 DET 101	RESERVE	XX	XX	XX	XX	XX
COOPMINEUNIT 2201	RESERVE	XX	XX	XX	XX	XX
DCMD BOSTON A 101	RESERVE	XX	XX	XX	XX	XX
DDD NORFOLK HQ A 901	RESERVE	XX	XX	XX	XX	XX
LSO NEWPORT 201	RESERVE	XX	XX	XX	XX	XX
MARDEZLANT SEC 1A	RESERVE	XX	XX	XX	XX	XX
MSCCF NORTH SEA 101	RESERVE	XX	XX	XX	XX	XX
NCSO NORTH EUROPE 301	RESERVE	XX	XX	XX	XX	XX
NDCL NEWPORT 401	RESERVE	XX	XX	XX	XX	XX
NH LONG BEACH P 0145	RESERVE	XX	XX	XX	XX	XX
NMCB 27 DET 1627	RESERVE	XX	XX	XX	XX	XX
SECGRU QUINCY 401	RESERVE	XX	XX	XX	XX	XX
SSF NLON DET 201	RESERVE	XX	XX	XX	XX	XX
SUBLANTREL	RESERVE	XX	XX	XX	XX	XX
NAVHOSP LONGBEACH 301	RESERVE	XX	XX	XX	XX	XX
SPAWAR HQ 101	RESERVE	XX	XX	XX	XX	XX
NR ONRSCI 201	RESERVE	XX	XX	XX	XX	XX
NR COMCSEUR 101	RESERVE	XX	XX	XX	XX	XX
FFG SUPP 0101	RESERVE	XX	XX	XX	XX	XX
NAVHOSP PORTSMOUTH 301	RESERVE	XX	XX	XX	XX	XX
NR SIMA NEWPORT 1001	RESERVE	XX	XX	XX	XX	XX

NOTE: These units are support by NAVRESCEN Quincy MA, which will relocate to NAS South Weymouth by end of FY 94

10a. Continued:

Unit	Active or Reserve	FY 1994	FY 1995	FY 1997	FY 1999	FY 2001
DPRO SIKORSKI 0291	RESERVE	XX	XX	XX	XX	XX
DPRO LYNN 0591	RESERVE	XX	XX	XX	XX	XX
AIC 0191	RESERVE	XX	XX	XX	XX	XX
AIC 0291	RESERVE	XX	XX	XX	XX	XX
ONI 0391	RESERVE	XX	XX	XX	XX	XX
ONI 2401	RESERVE	XX	XX	XX	XX	XX
CV-67 0291	RESERVE	XX	XX	XX	XX	XX
CV-67 0191	RESERVE	XX	XX	XX	XX	XX
TSC 0191	RESERVE	XX	XX	XX	XX	XX
TSC 0791	RESERVE	XX	XX	XX	XX	XX
NORA 1091	RESERVE	XX	XX	XX	XX	XX
ROTA 0391	RESERVE	XX	XX	XX	XX	XX
NAVAIR 0891	RESERVE	XX	XX	XX	XX	XX
NAVAIR 1391	RESERVE	XX	XX	XX	XX	XX
NISRO 0201	RESERVE	XX	XX	XX	XX	XX
NISRO 0502	RESERVE	XX	XX	XX	XX	XX
SOWEY 1291	RESERVE	XX	XX	XX	XX	XX
VR COMP 691	RESERVE	XX	XX	XX	XX	XX
MED MAG 49	RESERVE	XX	XX	XX	XX	XX
MED DEN 0191	RESERVE	XX	XX	XX	XX	XX
DPRO 0591 GRUMMAN	RESERVE	XX	XX	XX	XX	XX

10b. Continued:

NR Activity/Unit: NAVAIR 1391	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	0	5	0	6	0	6	0	6	0	6	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: All locally on board.

NR Activity/Unit: NAVSTA ROTA 0391	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	0	11	0	10	0	19	0	4	0	13	0
Enlisted	129	0	161	0	142	0	130	0	125	0	138	0

Remarks: Locally assigned, CAO and AMB are included.

NR Activity/Unit: MED MAG 49	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	5	0	6	0	5	0	5	0	10	0	4	0
Enlisted	2	0	8	0	2	0	3	0	20	0	13	0

Remarks: Locally assigned plus AMB are included.

10b. Continued:

NR Activity/Unit: DPRO SIKORSKY	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	12	0	12	0	12	0	10	0	12	0	12	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: All locally assigned.

NR Activity/Unit: NORA 1094	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	3	0	5	0	3	0	4	0	3	0	3	0
Enlisted	24	0	19	0	24	0	22	0	23	0	16	0

Remarks: Locally assigned, CAO and AMB are included.

NR Activity/Unit: DPRO LYNN	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	0	6	0	6	0	6	0	6	0	6	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: All locally assigned.

10a. continued:

NR Activity/Unit: TSC 191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	12	0	12	0	12	0	12	0	11	0	11	0
Enlisted	42	0	36	0	48	0	34	0	41	0	31	0

Remarks: Locally assigned, CAO and AMB are included.

NR Activity/Unit: TSC 0791	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	11	0	11	0	11	0	11	0	11	0	11	0
Enlisted	42	0	36	0	48	0	34	0	41	0	31	0

Remarks: Locally assigned ocally onboard plus AMB are included.

NR Activity/Unit: VR COMP 691	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	3	0	4	0	2	0	3	0	4	0	3	0
Enlisted	3	0	3	0	3	0	2	0	3	0	3	0

Remarks: Locally assigned and AMB.

10b. Continued:

NR Activity/Unit: NAVAIR 0891	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	15	0	16	0	15	0	15	0	15	0	16	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: All locally assigned.

NR Activity/Unit: MED DEN 0191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	7	0	10	0	8	0	13	0	14	0	17	0
Enlisted	18	0	19	0	20	0	21	0	23	0	33	0

Remarks: Locally assigned, CAO and AMB are included. CAI are not included.

NR Activity/Unit: CV-67 0291	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	0	14	0	6	0	19	0	4	0	11	0
Enlisted	117	0	83	0	121	0	100	0	94	0	78	0

Remarks: Locally assigned, CAO and AMB are included, CAI are not included.

10b. Continued:

NR Activity/Unit: SOWEY 1291	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	2	0	6	0	3	0	4	0	2	0	2	0
Enlisted	16	0	29	0	18	0	31	0	16	0	28	0

Remarks: Locally assigned, CAO and AMB are included.

NR Activity/Unit: BRUNS 4291	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	2	0	3	0	2	0	2	0	2	0	3	0
Enlisted	28	0	35	0	30	0	30	0	25	0	33	0

Remarks: Locally assigned, CAO and AMB are included.

NR Activity/Unit: NAVMED 0191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	8	0	9	0	8	0	12	0	*			
Enlisted	20	0	28	0	20	0	20	0	*	*		

Remarks: Locally assigned, CAO and AMB are included.
* Unit deactivated FY 93.

10b. Continued:

NR Activity/Unit: CV67-0191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	6	0	14	0	6	0	14	05	4	0	24	0
Enlisted	118	0	85	0	123	0	92	0	81	0	83	0

Remarks: Locally assigned CAO and AMB are included.

NR Activity/Unit: AIC 0291	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	25	0	28	0	25	0	24	0	25	0	24	0
Enlisted	34	0	28	0	32	0	33	0	25	0	27	0

Remarks: All locally assigned

NR Activity/Unit: NISRO 0201	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	0	9	0	12	0	12	0	20	0	18	0
Enlisted	2	0	2	0	3	0	3	0	5	0	5	0

Remarks: All locally assigned

10b. Continued:

NR Activity/Unit: IVTU 0101	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	-	0	21	0	-	0	14	0	-	-	12	-
Enlisted	-	0	0	0	-	0	1	0	-	-	0	-

Remarks: All locally assigned.

NR Activity/Unit: NISRO 0502	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	0	9	0	10	0	9	0	10	0	10	0
Enlisted	3	0	3	0	3	0	2	0	2	0	4	0

Remarks: All locally assigned.

NR Activity/Unit: AIC 0191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	26	0	29	0	26	0	26	0	27	0	25	0
Enlisted	31	0	28	0	30	0	27	0	34	0	28	0

Remarks: All locally assigned.

10b. Continued:

NR Activity/Unit: NISRO 0301	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	10	0	10	0	10	0	9	0	20	0	18	0
Enlisted	2	0	2	0	2	0	2	0	5	0	5	0

Remarks: All locally assigned

NR Activity/Unit: NAVMIC 0391	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	28	0	26	0	28	0	25	0	28	0	29	0
Enlisted	13	0	13	0	13	0	12	0	8	0	12	0

Remarks: All locally assigned

NR Activity/Unit: NAVMIC 2401	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	35	0	32	0	35	0	34	0	35	0	33	0
Enlisted	19	0	14	0	18	0	15	0	17	0	13	0

Remarks: All locally assigned

10b. Continued:

NR Activity/Unit: DPRO 0591 GRUMMAN	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	13	0	13	0	13	0	13	0	13	0	13	0
Enlisted	0	0	0	0	0	0	0	0	0	0	0	0

Remarks: All locally assigned

NR Activity/Unit: GVTU 9191	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	-	-	-	-	-	-	-	-	-	-	18	-
Enlisted	-	-	-	-	-	-	-	-	-	-	17	-

Remarks: All locally assigned

NR Activity/Unit: VTU AIR	FY 1991				FY 1992				FY 1993			
	Auth		Actual		Auth		Actual		Auth		Actual	
	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS	SELRES	TAR/FTS
Officer	-	-	-	-	-	-	-	-	-	-	3	-
Enlisted	-	-	-	-	-	-	-	-	-	-	0	-

Remarks: All locally assigned

11. For all reserve units that train at the air station, summarize the average number of candidate reservists on **waiting lists for reserve billets** (i.e., station/squadron/unit/etc.) during the years indicated.

	Average Personnel on Waiting List		
	FY 1991	FY 1992	FY 1993
Pilot	No FY 91 records available	21	18
NFO		3	4
Other Officers		5	11
Enlisted		36	22

TRAINING SUPPORT

12a. Estimate the number of **flight operations** (take-off, landing, touch and go, and approach without landing) per year at your installation that are needed **to maintain required operational readiness** by each squadron/unit assigned to the installation. Provide comments on the basis for these values.

Squadron/ Unit	Aircraft Type	Number of Flight Operations/Yr	Comments
(1) NAS South Weymouth	UC-12B	312 landings 312 approaches	NATOPS required minimum
(2) VP-92	P-3C update II	1080 approaches 540 landings	NATOPS required minimum
(3) VR-62	C-130T	1248 approaches 624 landings	NATOPS required minimum
HML-771	UH-1N	200 instrument approaches 400 pattern approaches 150 confined area landings	Historical data

(1) 13 pilots require: 2 landings and 2 approaches each, every month
(2) 45 pilots require: 12 approaches every 6 months, 6 landings every 6 months
(3) 52 pilots require: 24 approaches every year, 12 landings every year

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
W-102	Maine 150 NM	Military operating area	CPW 5 (35381)	VP-92	surface surveillance, ASW, electronic warfare	450 hours
W-104	Maine 75 NM	Hot drop area	CPW-5 (35381)	VP-92	ASW, tactical training	450 hours
W-105	Maine 125 NM	Submarine operating area	Fleet area control survial-lance facility	VP-92	ASW	750 hours
Andros Under Water Test & Evaluation Center (AUTEC)	Bahamas 1750 NM	Weapons Training, ASW	CPW-11 (09461)	VP-92 HSL-74	Torpedo drops, ASW Weapons & accoustic training	24 hours
R-4101	Otis AFB 31 NM	Helicopter Operations	Otis ANG Yankee Operations	MAG-49/ HML-771	Terrain flying, navigation, night vision goggles, confined area landings	600 hours
R-4102	FT Devens 35 NM	Helicopter Operations	FT Devens Range Control	MAG-49/ HML-771	Terrain flying, navigation, night vision goggles, confined area landings	200 hours
R-4105	Otis AFB 53 NM	Air-ground target range	NAS South Weymouth (00101)	MAG-49/ HML-771	Terrain flying, NVG, ordnance training	852 hours
R-5002	Warren Grove Range, N.J. 350 NM	Air-Ground target range	N/A	MAG-49/ HML-771	Terrain flying, ordnance training	100 hours

Maine

Remarks:

include RON/domestic deployment training

12b. For each **Special Use Airspace (SUA)** or airspace-for-special use routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are **required for** each user to maintain **required operational readiness**. Special Use Airspace includes alert areas, military operating areas (MOA), restricted areas, and warning areas which are used for air-to-air, air-to-ground, electronic (EW, ECM), low level training routes (MTRs), and other training.

[1] include RON/domestic deployment training

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
W-102	Maine 150 NM	Military operating area	CPW 5 (35381)	VP-92	surface surveillance, ASW, electronic warfare	450 hours
W-104	Maine 75 NM	Hot drop area	CPW-5 (35381)	VP-92	ASW, tactical training	450 hours
W-105	Maine 125 NM	Submarine operating area	Fleet area control survial-lance facility	VP-92	ASW	750 hours
Andros Under Water Test & Evalua tion Center (AUT EC)	Bahamas 1750 NM	Weapons Training, ASW	CPW-11 (09461)	VP-92 HSL-74	Torpedo drops, ASW Weapons & accoustic training	24 hours
R-4101	Otis AFB 31 NM	Helicopter Operations	Otis ANG Yankee Operations	MAG-49/ HML-771	Terrain flying, navigation, night vision goggles, confined area landings	600 hours
R-4102	FT Devens 35 NM	Helicopter Operations	FT Devens Range Control	MAG-49/ HML-771	Terrain flying, navigation, night vision goggles, confined area landings	200 hours
R-4105	Otis AFB 53 NM	Air-ground target range	NAS South Weymouth (00101)	MAG-49/ HML-771	Terrain flying, NVG, ordnance training	852 hours
R-5002	Warren Grove Range, N.J. 350 NM	Air-Ground target range	N/A	MAG-49/ HML-771	Terrain flying, ordnance training	100 hours

Remarks:

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include RON/domestic deployment training

12c. For each **Special Use Airspace (SUA)** or airspace-for-special-use complete the following table:

SUA	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled # Hours	Utilized[1] # Hours	Operating Limitations [2]
				1991	*		
				1992	**		
W-102	Maine 150 NM	military operating area	CPW-5 (35381)	1993	150	165	
				1991	*		
				1992	**		
W-104	Maine 75 NM	Hot drop area	CPW-5 (35381)	1993	150	165	
				1991	*		
				1992	**		
W-105	Maine 150 NM	Submarine Operating area	Fleet area control surveillance facility (42239)	1993	250	275	
Andros Underwater Test & Evaluation Center (AUTEC)	Bahamas 1750 NM	Weapons Training, ASW	CPW-11 (09461)	1991	* **		
				1992	286	286	
				1993	250	250	
R-4101	OTIS AFB 31 NM	Helicopter Operations	OTIS ANG Yankee Operation	1991	*		
				1992	320	320	
				1993	600	600	
R-4102	FT Devens 35 NM	Helicopter Operations	FT Devens Range Control	1991	*		
				1992	40	40	
				1993	200	200	
R-4105	OTIS AFB 53 NM	Air-Ground Target Range	NAS South Weymouth (00101)	1991	875	875	
					576	576	

				1993	852	852	
R-5002	Warren Grove Range N.J. 350 NM	Air-Ground Target Range	N/A	1991	*	*	
				1992	50	50	
				1993	100	100	

*** HISTORICAL DATA FOR FY 91 IS UNAVAILABLE**
**** HISTORICAL DATA FOR FY 92 IS UNAVAILABLE**

[1] For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).
[2] Provide any comments on operating limitations.

12d. Assuming that the flight training facility is **not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc. , what **additional use of airspace assets** could be realized? Provide details and assumptions for all calculations.

NONE.

12e. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

No MILCON/BRACON scheduled.

12f. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

NONE.

12g. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., airspace size/availability, AICUZ restrictions, environmental restrictions, land areas).

None known.

12h. In the event that it became necessary to increase base loading at your installation, does the **airspace** overlying and adjacent to your installation have the **capacity** to assume an additional workload? Estimate the percentage of the possible increase. Provide the basis/calculations for these estimates.

The airspace overlying and adjacent to this facility could handle a work load increase of unknown limits. Departure/arrival could increase at least ten fold over present levels.

13a. For each **ground/water training facilities/ranges/training areas** routinely used by squadrons/units assigned to your installation (regardless of location[1]), indicate how many hours per year are required for each user to maintain readiness?

[1] include RON/domestic deployment training

Ground Training Facility	Location/Distance	Types/Uses	Scheduling Authority (UIC)	Squadron/Unit	Training Requirement (types of training)	Yearly Usage Rate (Hrs)
NAS South Weymouth	N/A	Swim qualifications	NASSOWEY (00101)	VP-92	Annual refresher qual	200 hours
NAS Brunswick	120	Physiology	CPW-5 (35381)	NAS SOWEY	NATOPS Physiology	34 hours
NAS Norfolk	400	Physiology/Swim Quals	NAS Norfolk	NAS SOWEY	NATOPS Physiology/Swim Qauls	98 hours
NAS Brunswick	120	2F140 Operational Flight Trainer (OFT)	CPW-5 (35381)	VP-92	Pilot/Flight Engineer coordination training, NATOPS checks	180 hours
NAS Brunswick	120	2F140 Weapons System Trainer (WST)	CPW-5 (35381)	VP-92	Readiness Qualifications, crew excercises	200 hours
NAS Willow Grove	300	2F87 WST	RESASW TRACEN	VP-92	Readiness Qualifications Crew Exercises	50 hours
NAS Jacksonville	1000	2F87 WST	CPW-11 (09461)	VP-92	Crew Exercises Annual Quals	80 hours
NAS Jacksonville	1000	2F87 OFT	CPW-11 (09461)	VP-92	Pilot/Flight Engineer Coordination, NATOPS checks	60 hours
NAS Jacksonville	1000	14B40 Elecrtonic Warfare Trainer	CPW-11 (09461)	VP-92	Positional Aircrew Qualifications/training	40 hours
Newport RI	65	Professional	00101	NRCV-67	Fire fighting	48 hours
Newport RI	65	Professional	00101	NRCV-67	Damage Control	48 hours
Weymouth, MA	5	Qualification	00101	VP-92/VR-62	Water Survival	48 hours
NAS South Weymouth, MA	N/A	Qualification	00101	VP-92/VR-62	ASW Acoustic	384 hours

Mine

Remarks:

13b. For each **ground/water training facility/range/training area** listed above, complete the following table:

Ground Training Facility	Location/ Distance	Types/Uses	Scheduling Authority (UIC)	Fiscal Year	Scheduled	Utilized1
					# Hours	# Hours
NAS South Weymouth	N/A	Swim Qualifications	NAS SOWEY (00101)	1991	*	*
				1992	*	*
				1993	280	280
NAS Brunswick	120	Physiology	CPW-5 (35381)	1991	48	48
				1992	40	40
				1993	34	34
NAS Norfolk	400	Physiology	NAS Norfolk	1991	90	90
				1992	102	102
				1993	98	98
NAS Brunswick	120	2f140-Operational Flight Trainer (OFT)	CPW-5 (35381)	1991	*	*
				1992	167	167
				1993	180	180
NAS Brunswick	120	2F140-Weapons System Trainer (WST)	RES ASW TRACEN	1991	*	*
				1992	*	*
				1993	200	200
NAS Willow Grove	300	2F87-WST	RES ASW TRACEN	1991	*	*
				1992	*	*
				1993	50	50
NAS Jacksonville	1000	2F87-WST	CPW-11 (09461)	1991	*	*
				1992	24	24
				1993	80	80
NAS Jacksonville	1000	2F87 OFT	CPW-1 (09461)	1991	*	*
				1992	28	28
				1993	60	60
NAS Jacksonville	1000	14B40	CPW-11 (09461)	1991	*	*
				1992	75	75
				1993	40	40

Remarks:

1 For the "Utilized" values, provide reasons for hours scheduled, but not utilized (e.g. 40% cancelled due to weather; 10% cancelled for unscheduled range maintenance, etc.).
***DATA IS UNAVAILABLE**

13c. Assuming that the ground training facility/range/training areas are not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant,
etc., what **additional capacity** (beyond scheduled) could be gained? Provide details and assumptions for all calculations.

NONE.

13d. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional capacity** would be realized? Provide cost and details of all additional capacity calculations.

No MILCON/BRACON is scheduled.

13e. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

Heated indoor pool would provide year-round swim qualifications capacity at an approximate cost of $2.5 million.

13f. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., zoning restrictions, lack of available space,etc.).

NONE.

14a. By facility Category Code Number (CCN), provide the usage requirements for each course of instruction required for all formal schools on your installation. Do not include requirements for maintaining unit readiness, GMT, sexual harassment, etc. Include all applicable 171-XX and 179-xx CCN's.

CCN: _____

N/A

Type of Training Facility	School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C

A = Students per year
B = Number of hours each student spends in this training facility for the type of training received
C = A X B

14b. By Category Code Number (CCN), complete the following table for all **training facilities** aboard the installation. Include all 171-xx, 179-xx CCN's.

For example: In the category 171-10, a type of training facility is academic instruction classroom. If you have 10 classrooms with a capacity of 25 students per room, the design capacity would be 250. If these classrooms are available 8 hours a day for 300 days a year, the capacity in student hours per year would be 600,000.

CCN: 171-15

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Reserve Training Hangar 1	14	350	728,000
Reserve Training Bldg 134	1	25	52,000
Reserve Training Bldg 140	2	50	104,000
Reserve Training Hangar 2	3	75	156,000
TOTAL	20	500	1,040,000

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

HRS/YR = Design Capacity * 8 hours/day * 260 days/yr
260 days/yr = 5 days/week

14c. Assuming that the ground school training facility **is not constrained by operational funding** (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

Assuming the facilities are used 7 days per week, an additional 416,000 hrs/yr could be gained
(7 days/wk - 5 days/wk) * 8 hrs/day * 52 wks/yr = 416,000 hrs/yr

14d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc. cannot overcome.

No limiting factor.

14b. continued:

CCN: 171-35

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Operational Trainer Flight Simulator	2	8	16,640

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

(2 TRAINERS) * (4 people/trainer) * (8 hrs/day) * (5 days/wk) * (52 wks/yr) = 16,640 hrs/yr

14c. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

Assuming use is increased to 7 days per week, an additional 6,656 hrs/yr could be gained
(2 trainers) * (4 people/trainer) * (8 hrs/day) * (7 days-5 days/wk) * (52 wks/yr)

14d. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome.

None.

14b. Continued:

CCN: 179-40

Type Training Facility	Total Number	Design Capacity (PN)[1]	Capacity (Student HRS/YR)[2]
Small Arms Range	1	4	0

[1] Design Capacity (PN) is the total number of seats available for students in spaces used for academic instruction; applied instruction; and seats or positions for operational trainer spaces and training facilities other than buildings, i.e., ranges. Design Capacity (PN) must reflect current use of the facilities.

[2] Design how the student HRS/YR value in the preceding table was derived..

Range cannot currently be used because it does not meet safety ARC criteria.

14c. Assuming that the ground school training facility is not constrained by operational funding (personnel support, increased overhead costs, etc.), with the present equipment, physical plant, etc, what additional capacity (in student hours/yr) could be gained? Provide details and assumptions for all calculations.

None.

14d. List and explain the limiting factors that further funding for personnel, equipment, facilities, etc. cannot overcome.

None. Additional funding could modify range's construction to bring it within current range safety criteria.

14e. For facilities with category codes 171-xx, 179-xx, and any other CCN's, provide the amount of adequate, substandard and inadequate **facilities** in terms of square feet and number of students.

Parent UIC	CCN	Facility Type	Adequate		Substandard		Inadequate		Total	
			SF	PN	SF	PN	SF	PN	SF	PN
N00101	171-15	RESVTRAIN BLDG #1	17,862						17,862	
N00101	171-15	RESVTRAIN BLDG #134	1,440						1,440	
N00101	171-15	RESVTRAIN BLDGE #140	8,484						8,484	
N00101	171-35	OPTRAINER BLDG #1	4,929						4,929	
N00101	171-77	TRNG MATRL STRG			98				98	
N00101	179-40	SM ARMS TRNG					1 EA		1 EA	
N00101	179-50	TRNG COUSE	1 EA						1 EA	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

CCN 179-40 Small Arms Range - Inadequate due to improper construction, closed since 1986. MCNR Project P-174 will build new indoor range. Project has been nominated for joint use with Department of the Army.

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

NONE. ✓

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

NONE ✓

.Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

N/A

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

n/a

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

FACILITIES

16a. Using the types (and mix) of aircraft currently stationed at your installation, project the additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be based and parked on your **current parking aprons.**
Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accomodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft parked/ stationed	Maximum Additional Capacity (# of Aircraft)		Total	
		NAVFAC	Surge	NAVFAC	Surge
P-3	10	10	12	18	21
H-1	7	7	10	14	17
C-12	1				
C-130	4	4	6	8	10

Provide the **details of your calculations,** including your assumptions on the minimum separation between aircraft, parking angle, folding of aircraft wings and any obstructions that may limit the placement of aircraft on the parking apron spaces. Indicate if taxiway aprons are used in the projection.

Taxiway aprons are not included in projection. NAVFAC P-80 criteria is used to determine spacing. Current parking aprons could accomodate two 9 plane P-3 Squadrons and one C-130 Squadron. 14 helicopters can be accomodated with both of the above described fixed wing squadron scenarios.

16b. List current **usage of parking apron area** in SF, being used by the following categories of Squadron/Aircraft. The six categories listed correspond to the categories described above in questions 5 ,6, 7, 8, 9, and 10. Category Code Number (CCN) from P-80. Provide an estimate for FY 2001.

Parking Apron Location/ Designator	Apron Area in SF (CCN 113-20) and Apron Access Area in SF (CCN 113-40						
	Active SQD/Det A/C	Reserve SQD/Det A/C	USN/USMC Station A/C	DoD or non-DoD A/C	Other USN(R) USMC(R), DoD/non-DOD	Other units not covered and transient A/C	
HANGAR ONE		596,530				198,840	
HANGAR TWO		262,500					
Column totals		859,030				198,840	[1] 1,057,870

[1] Grand total

16c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional parking capacity** would be realized? Provide cost and details of all additional capacity calculations.

No additional parking programmed.

16d. What additional projects could be added to provide parking space? At what estimated cost? Provide details and assumptions for all calculations.

A 66,500 SF apron (suitable for P-3 aircraft) could be constructed on the East mat at an estimated cost of $3.7 million.

16e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

Parking areas could be expanded by 50% before expansion space would be a limiting factor. The East mat area can accomodate an additional Type II Hangar and parking apron. MCNR project P-450 proposes to extend the overrun area on RW 17/35 for a total runway length of 8,000 FT.

17a. List the **hangars** at the air station. Identify by (P-80) type, year built, dimensions.

Hangar ID/#	Type I, II or (O)ther	Year Built	Hangar Deck Dimensions	Limiting Height	Current Usage	In SF			
						Adequate	Substandard	Inadequate	Total
1	II	69	197'x247'	40'- 0"	211-05 (OH)	48,659			48,659
2	II	56	160'x240'	40'- 0"	211-05 (OH)	38,400			38,400

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

17b. For each **hangar** provide **space allocation** information listed in table below. Indicate if OPS/ADMIN space is in a non-contiguous building, Provide subtotal for each hangar.

Hangar #/ID/Type	SQD/Mod# Assignment[1]	Ops + Admin Spaces SF/ Module	Maint Shops SF/ Module (O Level)	Hangar Deck SF/Module	A/C Line parking spaces [2,3]		
					#/ Module	SF	Elec. Pwr.
#1/Type II	VP-92/P-3	22,146	18,271	70,176	18	42,260	NO
#2/Type II	VR-62/C-130	10,309	22,014	38,400	4	110,289	NO
#2/Type II	HML-771/UH-1	SHARED WITH ABOVE UNIT			7	45,188	NO
TOTAL		32,455	40,285	108,576			

[1] Provide which SQD/Det was assigned to the specific module at receipt of this Data Call. (i.e., VFA-15, Hgr 1, Mod C)
[2] Dedicated aircraft parking spaces per Module and total square feet (SF) of A/C line parking spaces
[3] Are there A/C line parking spaces supported by permanently installed electric power? (Y/N)

17c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional hangar capacity** would be realized? Provide cost and details of all additional capacity calculations.

No additional hangar capacity projects are programmed. Disestablishment of HSL-74 has left 211-05, 06, & 07 space available for an additional squadron.

17d. What additional projects could be added to provide more hangar space? At what estimated cost? Provide details and assumptions for all calculations.

One additional maintenance hangar could be constructed on the East mat at a cost of 7 million dollars based on NAVFAC cost guidance for a maintenance hangar.

17e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, lack of expansion space, etc.).

Station has moderate growth capacity before limiting factors of expansion space and wetlands become critical.

17f. List all **squadrons/detachments** normally homeported at this air station that were deployed and **not assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Deployed Location
NONE	N/A	N/A

17g. List all **squadrons/detachments** normally homeported at this air station that were deployed and **were assigned** hangar/maintenance spaces at receipt of this data call.

Squadron/Detachment	#/Type Aircraft	Hanger Module Assignment
NONE	N/A	N/A

17h. Using the types (and mix) of **aircraft** currently stationed at your installation, project the maximum additional number of these aircraft (maintain approximate current mix/ratio of A/C) that could be housed and maintained in **your current hangars**. Provide two estimates:

1. Using NAVFAC P-80 standard measures
2. Using real world planning factors to accomodate a surge demand for space (maintaining safe operating procedures).

Aircraft Type	Current # of Aircraft Parked/Stationed	Maximum Additional Capacity (# of Aircraft)		Total (Current + Additional)	
		NAVFAC	Surge	NAVFAC	Surge
P-3	2	1	2	3	4
C-130	2	0	1	2	3
C-12	1	0	0	0	0
H-1	7	7	10	14	17

Provide the **details of your calculations**, including your assumptions on the minimum separation between aircraft, folding of aircraft wings and any obstructions that may limit the placement of aircraft in the hangars.

NAVFAC P-80 criteria was used. Scale models on drawings were used to determine both hangars could hold two P-3's and one C-130 at once. Currently four P-3 aircraft can be housed at hangar one (direct observation)

18. Do you have any of the following **special use facilities** at the Air Station?

CCN	Type of Facility	In SF				# of Units	Year Built
		Adequate	Substandard	Inadequate	Total		
211-01	Aircraft Acoustical Enclosure					N/A	
211-02	Nose Hangar					N/A	
211-03	Corrosion Control Hangar					N/A	
211-75	Parachute/Survival Equipment Shop	4,305			4,305	1	81
211-81	Engine Test Cell					N/A	
211-88	Power Check Pad with Sound Suppression					N/A	
211-89	Power Check Pad without Sound Suppression	30,100			30,100		62
211-96	Maintenance, Aircraft Spares Storage	3,653	1,863		5,516	2	81
116-10	Airfield Washrack Pavement	16,398			16,398	1	75
116-15	Aircraft Rinse Facility	15,390			15,390	1	81
214-30	Refueling Vehicle Shop	1,671			1,671	1	42
218-60	Aircraft Ground Support Equipment	9,456			9,456	1	92
211-94	Other Aircraft Power Check Facility	34,000			34,000	1	62

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An aircraft acoustical enclosure will be built by MCNR project P-125. The project is currently unprogrammed.

19a. Using the types (and mix) of aircraft currently stationed at your installation, project the maximum number of these aircraft that could be supported with your present **AIMD/MALS facility.**

Aircraft Type	Current # of Aircraft	Additional # of Aircraft	Total
C-130T	4	20	24
P-3C UPII	10	27	36
C-12	1	4	5
A-3	3*		
UH-1	7	17	24

***NAVSEA/RAYTHEON R&D SPECIAL USE AIRCRAFT SUPPORTED BY NAS SOUTH WEYMOUTH AT OFF-SITE LOCATIONS**

Provide the **basis** (including source data) **of your calculations** in detail. Include limiting factors.

By implementing Individual Material Readiness List (IMRL), Aviation Consolidated Allowance List (AVCAL) and Navy Enlisted Classification (NEC) Programs for specific type aircraft, NAS South Weymouth can offer full Organizational and Intermediate level support for any aircraft in the Naval Inventory.

Maintenance support is primarily limited by manpower. A comparative analysis is based on an Aircraft Carrier routinely supporting approximately 90 aircraft of up to 10 different types (E-2, C-2, FA-18, F-14, A-6, EA-6, AV-8, H-3, H-53, and H-46) limited by considerably less size and logistical support. In a maximum mobilization effort it would be feasible to utilize NAS South Weymouth's AIMD facility around the clock, significantly multiplying current capabilities.

Current onboard: 100 personnel x 8 hrs x 5 days
= 4,000 man hours/week available

Double the amount of personnel for full mobilization and the equation is:

200 personnel x 12 hrs. x 7 days
= 16,800 man hours/week available

***Support of A-3 aircraft is for NAVSEA/Raytheon special use aircraft at off-site locations.**

19b. Describe any aviation maintenance backlogs that the station currently experiences on a routine basis. List the average backlog times and the reasons for the backlogs (e.g. supply shortfall, insufficient local labor, over tasking of work stations, space limitations).

Maintenance backlogs are minimum and not considered a limiting factor.

19c. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional maintenance capacity** would be realized?

None.

19d. What additional projects could be added to provide additional maintenance capacity? At what estimated cost? Provide details and assumptions for all calculations.

Instrumental repair shop. Estimated cost $50,000

PART/CAGE	NSN	NOMEN	A/A	COST
TENNY JR/59519	6RW6636-00-298-8713	ENVIRONMENTA	02	9040
NU-301-624/58194	6RD4920-00-318-1256	LAMINAR FLOW	01	2550
CA-11-FCS/16951	6RD4910-01-318-1469	TACHOMETER	02	7200
NU-201-324/58194	1RW4920-01-319-5780	LAMINAR FLOW	01	1310
898000/25060	1RW4310-01-326-6839	HIGH VAC PUM	01	1050
SG-5404/66899	1RW420-010330-3621	GAS SHUT OFF	04	164
TSA15580/66899	1RW6110-01-335-1406	HIGH/LOW REG	01	265
FS-5000/5V336	6RW6115-01-343-3786	INDUCTION GE	01	7160
SSC5/66899	1RW4820-01-358-9684	VERY LOW PRE	01	182
864200-60/5V336	1RW5950-01-361-1034	6.5 INDUCTIO	01	1500
864200-40/5V336	1RW5950-01-361-1035	4.5 INDUCTIO	01	1500
864200-20/5V336	1RW5950-01-361-1036	2.5 INDUCTIO	01	1500
720350/07239	2VW6625-01-374-1264	MILLIVOLT PO	01	2440
				35,861.00

19e. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., AICUZ restrictions, environmental restrictions, land areas, etc.).

NONE.

20a. For the following **aircraft support facility** category codes, provide the amount of adequate substandard, and inadequate facilities.

CCN	Facility Type	Unit of Measure	Adequate	Substandard	Inadequate	Total	Number of Units
111-20	Landing Pads	SF	12,500			12,500	5
121-10	Direct Fueling	OL/GM	5			5	5
124-30	Fuel Storage	GA	420,000			420,000	2
421-xx	Ammunition Storage	CF/TONS	31,924	17,012		48,936	5
425-xx	Open Ammunition Storage	SF				0	
113-20	Parking Aprons	SF	4,209,858			4,209,858	3
113-40	Access Aprons	SF	158,832			158,832	2
116-56	Combat Aircraft Ordnance Loading Area	SF				0	
116	Other	SF	78,417	78,417			5

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Fuel storage, POL, 124-30 is listed as C4 due to excess storage and resulting environmental constraints. A special project underway is correcting the situation.

20b. Assume that all planned MILCON in PB 1995 (Presidential budget submission) through FY 1997 and BRACON is completed as scheduled. What **additional operating capacity** would be realized? Provide cost and details of all additional capacity calculations.

No projects are programmed to provide additional operating capacity.

20c. What additional projects could be added to provide additional operating capacity? At what estimated cost? Provide details and assumptions for all calculations.

MCNR Project P-182, consolidated fuels management complex, is anticipated to be funded in FY 98 ($855,000)

20d. List and explain the **limiting factors** that further funding for personnel, equipment, facilities, etc., cannot overcome (e.g., environmental restrictions, land areas, etc.).

Aircraft support facilities can be significantly increased before the limiting factors of expansion space and wetlands are encountered.

21a. Indicate the **aviation support equipment storage** requirements for **FY1994** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equipment/Supplies stored
GSE 900	9100	1862	CARTS, TOW TRACTORS, TEST EQUIPMENT
VP-92	5400	158	STANDS, JACKS, TEST EQUIPMENT
AIMD	27,122	150	BENCHES, STANDS, TEST EQUIPMENT
LOX FARM	0	1,728	LOX TRAILERS
WEAPONS	0	4,000	WEAPONS TRAILERS, LOADERS
TRANSIT LINE	0	30	CHOCKS & CHAINS
VR-62	5,400	160	STANDS, JACKS, TEST EQUIPMENT

21b. Indicate the **aviation support equipment storage** requirements for **FY2001** by completing the following table. Do not repeat storage of equipment in hangars discussed in questions 17 and 18.

Squadron/Det	Open Storage Reqt/Laydown(SF)	Covered Storage Reqt/Laydown(SF)	General Characterization of Equiment/Supplies stored
NO CHANGES	FROM ABOVE	REQUIRE-MENTS	

21c. Utilizing the **general supply storage** category codes listed in the following table, provide the amount of space available, under your plant account, presently classified as adequate, substandard, and inadequate.

CCN	Facility Type	Ave Age	Unit Measure	Adequate	Substandare	Inadequate	Total	Comments
441-xx	General Supply Storage-Covered	50 YRS	SF	38,577	1,722	0	40,299	1,722 IS HAZ/ FLAM STORAGE
451-xx	General Supply Storage - Open	44 YRS	SY	2,894	0	0	2,894	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

21d. List **off base storage areas** utilized due to lack of suffiecient storage facilities on station to support aviation support unit equipment/supplies storage needs.

Squadron/Det	Storage: (O)pen or (C)overed	Laydown: SF	Location	Navy (O)wned or (L)eased
AIMD	COVERED	3,200 SF	HANSCOM AFB	OWNED**

****NAVY OWNED, NOT UNDER JURISDICITON OF NAS SOUTH WEYMOUTH, MA**

22. In the following table, indicate the space and condition for each **specific facility** category codes indicated. Many of the P-80 Category Code Numbers (CCN's) have assets that are reported in units of measure other than square feet (SF). The only unit of measure desired for this Data Call is SF. Only report the assets in each CCN that are normally reported in SF.

Building Type	NAVFAC (P-80) CCN	Installation space (SF)			
		Adequate	Substandard	Inadequate	Total
Production Facilities	220-xx				N/A
RDT & E Facilities	300-xx				N/A
Supply Facilities	400-xx	41,641	10,795	0	52,436
Hospital, Medical, Dental	500-xx	10,221	2,436	0	12,657
Administrative Facilities	600-xx	38,738	5,775	0	44,513
Utilities/Grounds Improvements	800-xx	23,009	0	0	23,009
	TOTAL	113,609	19,006	0	132,615

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how it is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate current plans to remove these deficiencies and the amount of any programmed funds. Discuss any material conditions of substandard facilities which have resulted in a C3 or C4 designation on your Baserep.

Category code 500, Medical/Dental Facility received base report of C-3 due to size. MC Project P-158 will provide an addition to the present clinic at an estimated cost of $600K.

Category Code 800, Communications/Telephone received Base Report of C-3 for the quantity and C-4 for the condition due to the lack of telephone lines and down time. Special Project R14-92 will correct the problem. Both P-158 & R14-92 are unprogrammed.

23a. Provide the following information on **base infrastructure capacity** and load.

	On Base Capacity	Off base long term contract	Normal Steady State Load	Peak Demand
Electrical Supply (KWH)	2,000	2,500	972	1,200
Natural Gas (CFH)		4,000	2,000	2,500
Sewage (GPD)	760,000	760,000	120,000	195,300
Potable Water (GPD)	850,000	850,000	133,000	217,000
Steam (PSI & lbm/Hr)	100 PSI 42,000	0	100 PSI 10,000	100 PSI 21,000
Long Term Parking	74,634 SY	0	8,000 SY	30,000 SY
Short Term Parking	43,942 SY	0	39,000 SY	43,942 SY

23b. Does the current base infrastructure (i.e., utilities, parking), combined with any upgrades/expansions budgeted through FY1997, or BRACON scheduled through FY1999 provide additional capacity? Explain what additional capacity would be gained.

Special Project C14-93 installs natural gas line to central boiler plant from off base (FY 95). Special Project R12-93 replaces water distribution branch lines (FY 95).

23c. How will future requirements (both environmental and base loading) on existing facilities (i.e. sewage treatment, water treatment, etc) impact the base infrastructure capacity in FYs 1995 through FY2001? Explain, including an estimate of the adjusted future capacity.

1. **13.8 KV Electrical Distribution System is 3 yrs old with significant expansion capacity. Currently limited only by utility company's 2500 KWH transformer.**

2. **100 PSI steam distribution system is 1 yr old with twice the capacity of the peak load.**

3. **Fiber-Optic telephone system under design to modernize station phone system.**

24. Provide the **maintenance, repair, and equipment expenditure data**. Project expenditures to FY97. Do not include data on Detachments who have received this Data Call directly. The following definitions apply:

MRP: Maintenance of Real Property Dollars is a budgetary term used to gather the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.

CPV: Current Plant Value of Class 2 Real Property is the hypothetical dollar amount to replace a Class 2 facility in kind with today's dollars. Example: the cost today to replace a wood frame barracks with a wood fram barracks.

ACE: Aquisition Cost of Equipment is the total acquisition cost of all "personal property" equipment maintained at your activity which includes the cost of installed equipment directly related to mission execution, such as lab test equipment. Class 2 installed capital equipment that is an integral part of the facility will not be reported as ACE.

UIC N00101

Fiscal Year	MRP ($M)	CPV ($M)	ACE ($M)
FY1985	1.2	181.7	0.1
FY1986	2.2	189.0	0.1
FY1987	1.8	196.5	0.1
FY1988	2.8	204.4	0.1
FY1989	5.3	212.5	0.3
FY1990	4.8	221.1	0.2
FY1991	2.2	230.8	0.1
FY1992	3.2	239.1	0.1
FY1993	3.8	248.6	0.2
FY1994	2.8	258.6	0.1
FY1995	4.7	268.9	0.2
FY1996	3.8	279.7	0.1
FY1997	2.8	290.9	0.1

25a. Provide data on the BOQs and BEQs assigned to your current plant account. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft
BLDG 31/BOQ 724-11	113	71			113	170-400		
BLDG 49/BOQ 724-12	2	2	2	400				
BLDG 20/BEQ 724-12	2	2	2	400				
BLDG 75/ BEQ 721-11	46	34			46	72-269		
BLDG 76/ BEQ 721-12	107	48			107	90-320		
BLDG 115/ BEQ 721-12	101	47	47	261-355				

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

25b. Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3
and above.

No changes from current plant account anticipated.

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	Sq Ft	Beds	Sq Ft	Beds	Sq Ft

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

25c. What **additional BOQ/BEQ requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, & III and non-BRAC realignments, which are not reflected in the table above.

NONE.

26a. For military married **family housing** assigned to your plant account provide the following information:

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	6	6		
Officer	3	18	18		
Officer	1 or 2	9	9		
Enlisted	4+	46	46		
Enlisted	3	107	107		
Enlisted	1 or 2	84	84		
Mobile Homes	N/A				
Mobile Home lots	N/A				

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

26b. What **additional family housing requirements**, if any, in FY 2001 have been identified as a result of BRAC I, II, III and non-BRAC realignments?

No additonal requirements identified.

27. For personnel assigned to your base and tenant activities who live in **government quarters other than yours**, within the commuting area, indicate the plant account holder UIC for their quarters.

U.S. Cost Guard, Otis ANGB, District Office 01-71101
Cost Center 78650

28a. Provide data on the messing facilities assigned to your current plant account.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	
GALLEY 103 722-10	9,831	250	9,831					150
ALL HANDS CLUB 31 740-60	7,046	80	7,046					45
ALL HANDS CLUB 112 740-64	6,156	120	6,156					0

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28b. Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

No current changes from current plant account anticipated.

Facility Type, CCN and Bldg. #	Total Sq. Ft.	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	Sq Ft	Seats	Sq Ft	Seats	Sq Ft	

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information:

a. FACILITY TYPE/CODE:
b. WHAT MAKES IT INADEQUATE?
c. WHAT USE IS BEING MADE OF THE FACILITY?
d. WHAT IS THE COST TO UPGRADE THE FACILITY TO SUBSTANDARD?
e. WHAT OTHER USE COULD BE MADE OF THE FACILITY AND AT WHAT COST?
f. CURRENT IMPROVEMENT PLANS AND PROGRAMMED FUNDING:
g. HAS THIS FACILITY CONDITION RESULTED IN C3 OR C4 DESIGNATION ON YOUR BASEREP?

28c. What additional messing requirements, if any, in FY2001 have been identified as a result of BRAC I, II, and III and non-BRAC realignments, which are not included in the table above.

None.

29a. Real Estate Resources. Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted for future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the table. Specify any entry in "Other" (e.g. submerged lands).

Real Estate Resources

Site Location: N00101 NAS SOUTH WEYMOUTH

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	21	18	0	3
Operational	1106	946	50	110
Training	15	9	6	0
R & D	N/A			
Supply & Storage	16	8	0	8
Admin	6	5	0	1
Housing	65	45	6	14
Recreational	27	10	0	17
Navy Forestry Program	N/A			
Navy Agricultural Outlease Program	N/A			
Hunting/Fishing Programs	N/A			
Other	242	0	200	42
Total:	1,498	1,041	262	195

29b. Identify the features of this air station that make it a strong candidate for basing/training other types of aircraft/aircrews and other operational units in the future.

- **Demographic base of reserve personnel to create another reserve squadron.**
- **Hangar space exists for another reserve squadron.**
- **All support functions (billeting, galley, AIMD, supply) have additional capacity.**
- **Training airspace is available in the local flying area.**

30. WEAPONS AND MUNITIONS: Please answer the following questions if your activity performs any stowage or maintenance on any of the following ordnance commodities types:

30a. Provide present and predicted inventories (coordinate with inventory control manager) and maximum rated capability of all stowage facilities at each weapons storage location controlled by this activity. In predicting the out year facility utilization, distribute overall ordnance compliment to the most likely configuration. The maximum rated capability is also an out year projection taking into account any known or programmed upgrades that may increase current stowage capacity. When listing stowage facilities, group by location (e.g. main base, outlying field, special area).

Total Facility Ordnance Stowage Summary

Facility Number	PRESENT INVENTORY		PREDICTED INVENTORY FY 2001		MAXIMUM RATED CAPABILITY	
	TONS	SQ FT	TONS	SQ FT	TONS	SQ FT
50	21.70	416	21.70	416	Unk	832
51A	1.95	220	1.95	220	Unk	368
51B	21.97	411	21.97	411	Unk	713
52	.12	14	.12	14	Unk	140
92A	13.41	67	6.70	34	Unk	368
92B	14.13	325	7.07	163	Unk	713
93A	11.21	108	5.61	54	Unk	368
93B	7.10	187	3.6	94	Unk	713
94A	0	0	0	0	UnK	425
94B	0	0	0	0	Unk	825
P1	0	0	0	0	Unk	77
P2	0	0	0	0	Unk	77
P3	.01	14	.01	14	Unk	77
P4	0	0	0	0	Unk	77
RSL-1	.025	14	.025	14	Unk	20
RSL-2	.025	14	.025	14	Unk	20
RSL-3	.025	14	.225	14	Unk	20
TOTAL	91.675	1,804	68,805	1,462	Unk	5,833

Note: All stowage facilities are located at main base

30b. For each Stowage facility identified in question 1.1 above, identify the type of facility (specify if "igloo", "box", etc.). Identify the type of ordnance commodity (from the list above) which are currently stowed in that facility and all other ordnance types which, given existing restrictions, could be physically accommodated in that stowage facility. Specify below if such additional accommodation would require a modification of the facility (e.g. enhanced environmental controls, ESQD waiver).

- Identify the reason(s) for which this ordnance is stored at your facility from the following list: own activity use (training); own activity use (operational stock); Receipt/Segregation/ Stowage/Issue (RSSI); transhipment/awaiting issue; deep stow (war reserve); deep stow (awaiting Demil); other. Explain each "other" entry in the space provided, including ordnance stowed which is not a DON asset.

Total Facility Ordnance Stowage Summary

Facility Number/Type	Currently Stowed Commodity Type(s)	Reason for Stowage at your Activity	Commodity Type(s) Which Can Be Stowed
50/Warehouse	Inert	Training	Inert
51A/Box	Inert	Training	Inert
52/Earth covered	SUS	RSSI	Small Arms/Sus Rockets
92A/Box	Small Arms	Training/RSSI	Small Arms/CADS
92B/Box	Small Arms	Training/RSSI	Small Arms/CADS
93A/Box	Rockets/CADS	RSSI	Small Arms/Rockets/CADS/Pyro
93B/Box	Pyro/Grenades	RSSI	Small Arms/Rockets/CADS/Pyro
94A/Box	None	N/A	Inert
94B/Box	None	N/A	Inert
P1/Portable	None	N/A	Small Arms/CADS
P2/Portable	None	N/A	Small Arms/CADS
P3/Portable	Small Arms	RSSI	Small Arms/CADS
RSL-1/Portable	Pyro/CADS	RSSI	Small Arms/CADS/Pyro
RSL-2/Portable	Pyro/CADS	RSSI	Small Arms/CADS/Pyro
RSL-3/Portable	Small Arms/CADS	RSSI	Small

Additional comments: Sound Underwater Signals (SUS) is not listed as an ordnance commmodity type.

30c. Identify the rated category, rated NEW and status of ESQD arc for each stowage facility listed above.

Facility Rated Status

Facility Number / Type	Hazard Rating (1.1-1.4)	Rated NEW	ESQD Arc		
			Established (Y / N)	Waiver (Y / N)	Waiver Expiration Date
50/Warehouse	Inert	N/A	Y	N	
51A/Box	Inert	N/A	Y	N	
51B/Box	Inert	N/A	Y	N	
52/Earth Covered	1.2	Fill to physical capacity	Y	N	
92A/Box	1.4	Fill to physical capacity	Y	N	
92B/Box	1.4	Fill to physical capacity	Y	N	
93A/Box	1.3	30,000	Y	N	
93B/Box	1.3	30,000	Y	N	
94A/Box	Inert	N/A	Y	N	
94B/Box	Inert	N/A	Y	N	
P1/Portable	1.4	Fill to physical capcity	Y	N	
P2/Portable	1.4	Fill to physical capacity	Y	N	
P3/Portable	1.4	Fill to physical capacity	Y	N	
P4/Portable	1.4	Fill to physical capacity	Y	N	
RSL-1/Portable	1.3	200	Y	N	
RSL-2/Portable	1.3	200	Y	N	
RSL-3/Portable	1.3	200	Y	N	

30d. Identify any restrictions which prevent maximum utilization of your facilities. If restrictions are based on facility conditions, specify reason, the cost to correct the deficiency, and identify any programmed projects that will correct the deficiency and/or increase your capability.

None.

30e. Identify if your activity performs any of the following functions on any of the ordnance commodities previously listed. Technical support includes planning, financial, administrative, process engineering and SOP support. Within each related function identify each ordnance commodity type for which you provide these services and the total Direct Labor Man Hours (DLMHs) expended (FY 1994); identify only those DLMHs expended by personnel under your command.

Related Ordnance Support

Related Functions	Performed? (Y / N)	Type of Commodity	DLMHs
Maintenance (specify level): Oranizational	Y	Inert	1600
Testing	N		
Manufacturing	N		
Outload	N		
Technical Support	N		

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
NAME (Please type or print

Signature

Commander, Naval Air Reserve Force
Title

5/25/94
Date

COMNAVAIRESFOR New Orleans, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

NAME (Please type of print

Signature

Title

Date

Activity

I certify that the information herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

T. F. HALL, RADM, USN
NAME (Please type or print

T.F. Hall
Signature

Commander, Naval Reserve Force
Title

5/31/94
Date

COMNAVRESFOR Washington D. C.
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

J.B. GREENE, JR
NAME (Please type of print

Signature

ACTING
Title

2 JUN 94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 8 Dec 93

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

A. J. KISELA, JR
NAME (Please type or print)

A. J. Kisela Jr.
Signature

Commanding Officer
Title

18 May 1994
Date

Naval Air Station
South Weymouth, MA
Activity

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

11/23/94
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

TF Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

12/2/94
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

DC 16

NAS S. WEYMOUTH

Data Call 16 (revision)

BRAC-95 CERTIFICAITON

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

M. T. BRAZELL
NAME (Please type or print)

Signature

Commanding Officer
Title

28 October 1994
Date

Naval Air Station
South Weymouth, MA 02190-5000
Activity

R

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

J. D. OLSON II, RADM, USNR
Name (Please type or print)

Signature

COMMANDER, NAVAL AIR RESERVE FORCE
Title

1/11/95
Date

COMNAVAIRESFOR NEW ORLEANS, LA
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

Name (Please type or print)

Signature

Title

Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT/CNO LEVEL

T. F. HALL, RADM, USN
Name (Please type or print)

TF Hall
Signature

COMMANDER, NAVAL RESERVE FORCE
Title

1/25/95
Date

DIRECTOR OF THE NAVAL RESERVE (CNO N095)
Activity

NAS South Weymouth
D.C. #16

Data Call 16 (Revision)

R

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DATA 16

ACTIVITY COMMANDER

M. T. BRAZELL
NAME (Please type or print)

Signature

Commanding Officer
Title

23 December 1994
Date

Naval Air Station
South Weymouth, MA
Activity

D.C. #16